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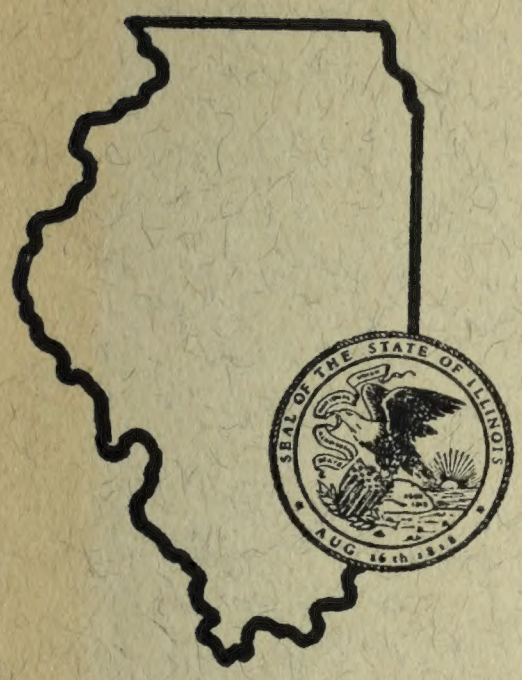

STATE OF ILLINOIS
OTTO KERNER, *Governor*

FRANCIS S. LORENZ, *Director*

VIRDEN E. STAFF,
Chief Highway Engineer

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DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

DIVISION OF HIGHWAYS

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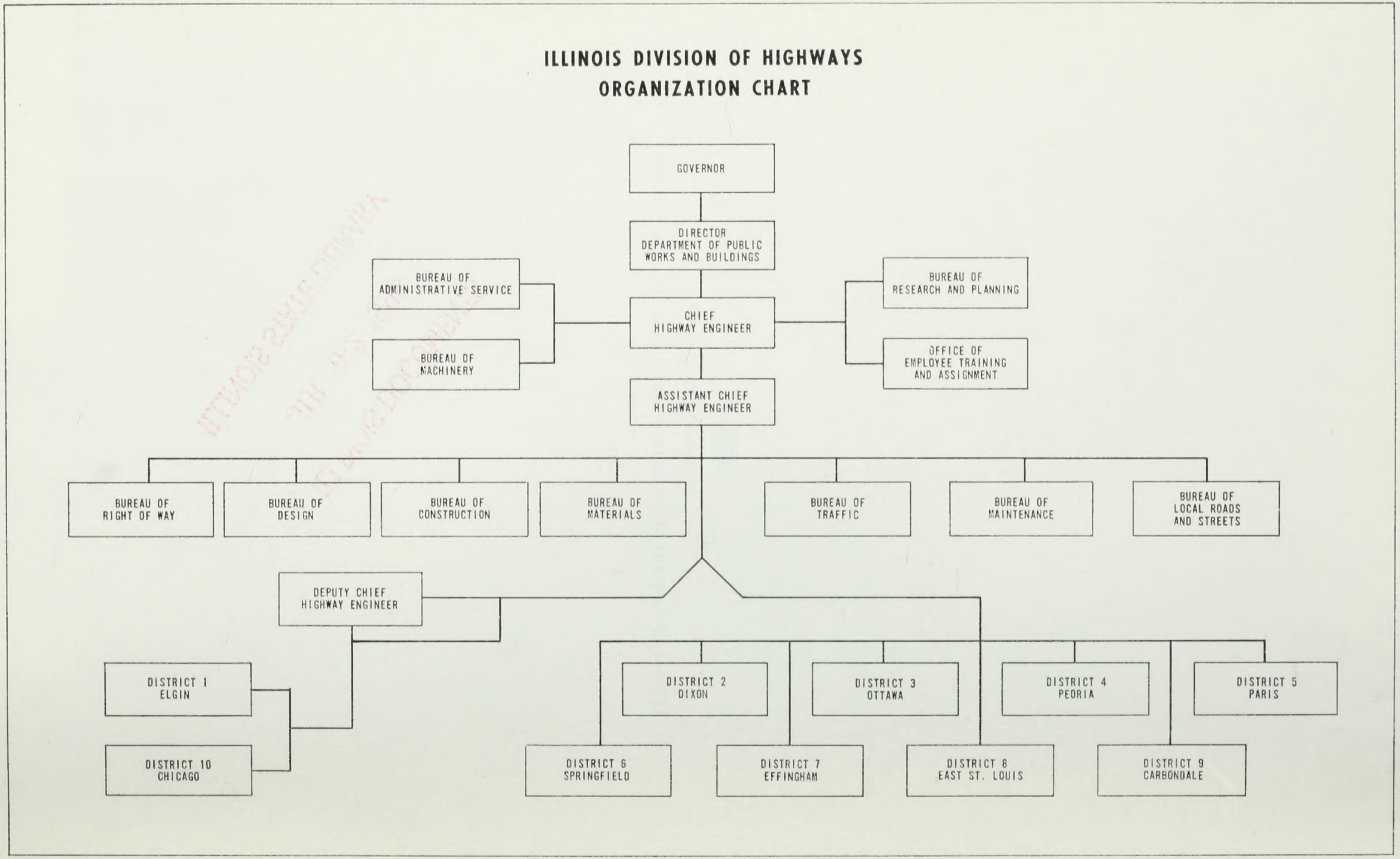
ILLINOIS DIVISION OF HIGHWAYS
ORGANIZATION CHART
GOVERNOR
DIRECTOR DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
BUREAU OF ADMINISTRATIVE SERVICE
BUREAU OF MACHINERY
CHIEF HIGHWAY ENGINEER
BUREAU OF RESEARCH AND PLANNING
OFFICE OF EMPLOYEE TRAINING AND ASSIGNMENT
ASSISTANT CHIEF HIGHWAY ENGINEER
BUREAU OF RIGHT OF WAY
BUREAU OF DESIGN
BUREAU OF CONSTRUCTION
BUREAU OF MATERIALS
BUREAU OF TRAFFIC
BUREAU OF MAINTENANCE
BUREAU OF LOCAL ROADS AND STREETS
DEPUTY CHIEF HIGHWAY ENGINEER
DISTRICT 1 ELGIN
DISTRICT 10 CHICAGO
DISTRICT 2 DIXON
DISTRICT 3 OTTAWA
DISTRICT 4 PEORIA
DISTRICT 5 PARIS
DISTRICT 6 SPRINGFIELD
DISTRICT 7 EFFINGHAM
DISTRICT 8 EAST ST. LOUIS
DISTRICT 9 CARBONDALE

Figure 1.

Administrative Officers of
The Department of Public Works and Buildings
Division of Highways
August 1, 1963

OTTO KERNER, *Governor*
FRANCIS S. LORENZ, *Director*

Division of Highways

VIRDEN E. STAFF, *Chief Highway Engineer*
GEORGE H. SHANAHAN, *Assistant Chief Highway Engineer*
THEODORE F. MORF, *Assistant Chief Highway Engineer*
ROGER F. NUSBAUM, *Deputy Chief Highway Engineer*
WALTON A. MCCREE, *Engineer of Employee Training and Assignment*

BUREAU CHIEFS

W. M. MARSHALL, *Engineer of Administrative Service*
H. R. HANLEY, *Engineer of Right-of-way*
E. L. SHERERTZ, *Engineer of Design*
T. H. F. NORRIS, *Engineer of Construction*
F. A. DYKINS, *Engineer of Materials*
H. E. DIERS, *Engineer of Maintenance*
J. A. SHANEMAN, *Engineer of Planning*
W. E. CHASTAIN, SR., *Engineer of Research and Development*
W. R. BERRY, *Engineer of Traffic*
BENNIE CHERRY, *Superintendent of Transportation*
C. J. VRANEK, *Engineer of Local Roads and Streets*

DISTRICT ENGINEERS

District No. 1—J. H. DINKHELLER, Elgin, Ill.
District No. 2—M. M. MEMLER, Dixon, Ill.
District No. 3—O. A. EVANS, Ottawa, Ill.
District No. 4—D. M. COSTELLO, Peoria, Ill.
District No. 5—J. J. CYCHOL, Paris, Ill.
District No. 6—E. K. DAMOTTE, Springfield, Ill.
District No. 7—I. C. BLISS, Effingham, Ill.
District No. 8—W. S. KRAUSE, East St. Louis, Ill.
District No. 9—WM. D. MACLEOD, Carbondale, Ill.
District No. 10—M. SULOWAY, Chicago, Ill.

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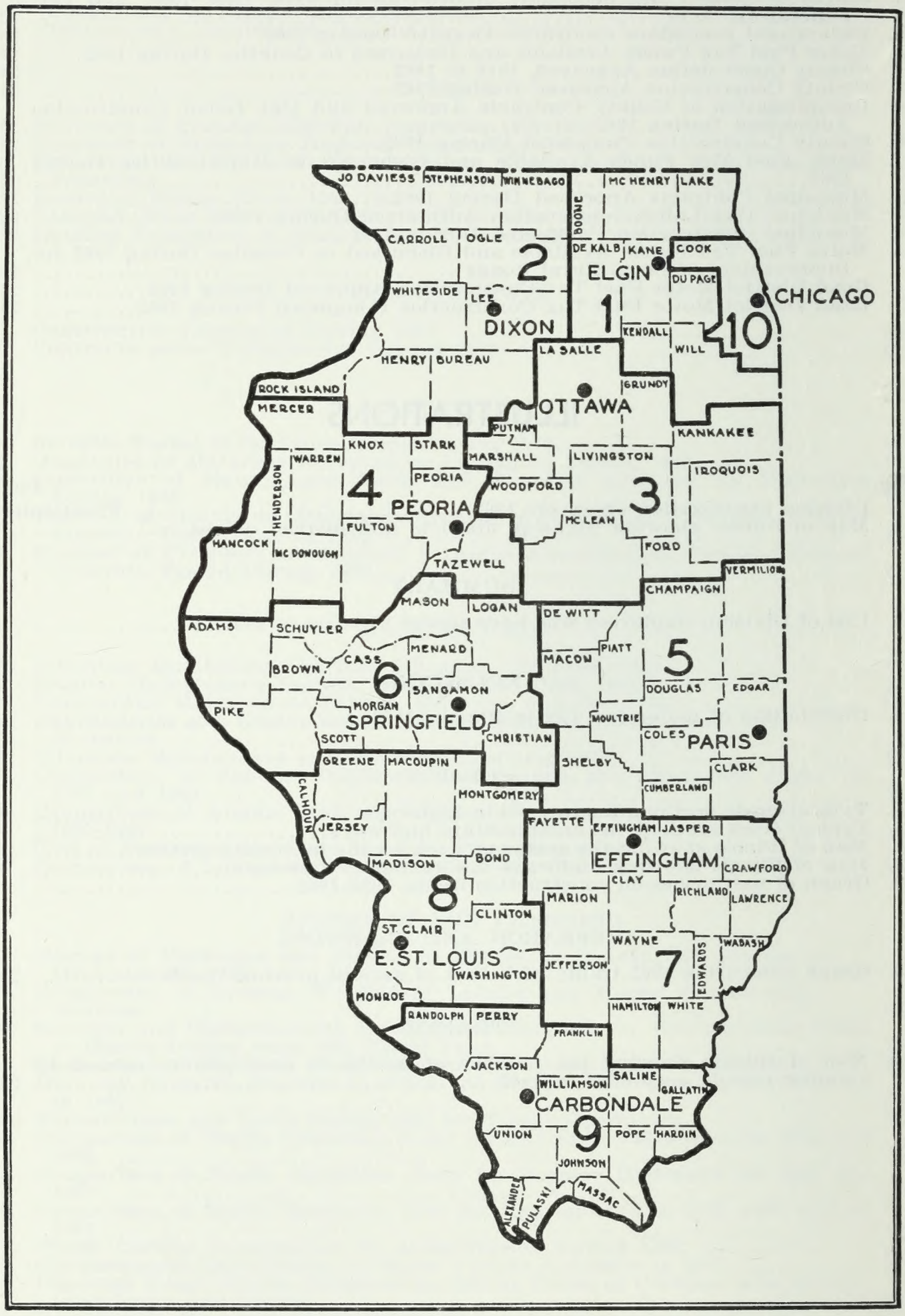


Figure 2.—Map showing State highway districts and the location of district offices.

DIVISION OF HIGHWAYS

I. SUMMARY

This 1962 Annual Report of the Division of Highways contains a detailed account of the administration, construction, and maintenance of State highways in Illinois for the year ending December 31, 1962.

The text, tables, and charts given describe the financial transactions of State highway funds; show the typical cross sections used; list the contracts awarded and work accomplished during the year; give the cost and description of maintenance and traffic operation work; and contain the amount of highway construction in local governments which the State supervises. Consequently, this report is considered the historical record of the year's work of the Division of Highways. Although it is printed in limited quantities, it is distributed to legislators and other governmental officials, contractors, engineers, and to public libraries.

1. ORGANIZATION.—The Division of Highways is one of the several divisions included in the Department of Public Works and Buildings. The Chief Highway Engineer, the executive officer of the Division, administers the highway work of the State with the aid of assistants, the central offices and bureaus, and the ten highway districts.

The organization structure of the Division is shown in Figure 1. In Figure 2 the boundaries of the highway districts and the location of district offices are shown.

2. FEDERAL-AID FUNDS.—During the year Congress enacted the 1962 Federal-aid Highway Act. Under this Act allocations were made for the year ending June 30, 1964 in the amounts shown on the following page.

Federal-aid highway funds are made available to reimburse the states for the Federal share of construction costs. For interstate highways, since 1956 the Federal share has been 90 per cent, while for the other three systems indicated on page 2 the Federal Government generally finances 50 per cent of the construction cost, but not in excess of the allocation to the state. The states plan the work, complete the construction with the approval of the Federal Bureau of Public Roads, pay for the job, and request reimbursement for the Federal share.

3. DESIGN.—The construction obligations incurred in 1962, exclusive of right-of-way and preliminary engineering, totaled $217,106,174.85. Included in this amount is $13,095,292.14 which consists of contract agreements, adjustments made with utility and railroad companies, roadside development, additions to highway buildings, railroad crossing protection projects in Cook County, and highway work incidental to 1962 and previous years construction work. The remaining amount as shown on page 3 represents contracts for State highway work issued by the State, Cook County, and the City of Chicago.

SUMMARY

Federal-aid Highway Act	For Year Ending June 30	United States ($000)	Illinois Allocation	Illinois Per Cent of Total
FEDERAL-AID INTERSTATE SYSTEM				
1956	1957 Supplement	1,000,000	$ 47,148,832	4.715
	1958	1,700,000	80,153,014	4.715
	1959	2,000,000	93,684,148	4.684
1958	1959 Supplement	200,000	$ 9,415,493	4.708
	1960	2,500,000	127,559,000	5.102
1959	1961	1,800,000	$ 91,380,960	5.077
1960	1962	2,200,000	$111,053,250	5.048
1961	1963	2,400,000	$124,851,600	5.202
1962	1964	2,600,000	$135,255,900	5.202
Total		16,400,000	$820,502,197	5.003
FEDERAL-AID PRIMARY (EXCLUSIVE OF INTERSTATE)				
1956	1957 Supplement	56,250	$ 2,189,083	3.892
	1958	382,500	14,885,768	3.892
	1959	393,750	15,191,611	3.858
1958	1959 Supplement	180,000	$ 6,979,635	3.878
	1960	405,000	15,469,427	3.820
	1961	416,250	15,516,188	3.728
1960	1962	416,250	$ 15,614,202	3.751
	1963	416,250	15,513,518	3.727
1962	1964	427,500	$ 15,968,454	3.735
Total		3,093,750	$117,327,886	3.792
FEDERAL-AID URBAN (EXCLUSIVE OF INTERSTATE)				
1956	1957 Supplement	31,250	$ 2,198,233	7.034
	1958	212,500	14,947,982	7.034
	1959	218,750	15,310,690	6.999
1958	1959 Supplement	100,000	$ 7,034,344	7.034
	1960	225,000	15,748,139	6.999
	1961	231,250	16,104,252	6.964
1960	1962	231,250	$ 14,845,085	6.419
	1963	231,250	14,828,279	6.412
1962	1964	237,500	$ 15,229,044	6.412
Total		1,718,750	$116,246,048	6.763
FEDERAL-AID SECONDARY				
1956	1957 Supplement	37,500	$ 1,189,296	3.171
	1958	255,000	8,087,214	3.171
	1959	262,500	8,247,143	3.142
1958	1959 Supplement	120,000	$ 3,789,068	3.158
	1960	270,000	8,378,987	3.103
	1961	277,500	8,366,794	3.015
1960	1962	277,500	$ 8,570,704	3.089
	1963	277,500	8,496,860	3.062
1962	1964	285,000	$ 8,750,018	3.070
Total		2,062,500	$ 63,876,084	3.097
Total all systems		23,275,000	$1,117,952,215	4.803

Of the total contracts awarded 51.2 per cent were for interstate work, 35.4 per cent for other primary highways, and 13.4 per cent for secondary and other state highway contracts. The State awarded 90.1 per cent of the contract work shown below, with Cook County awarding 2.8 per cent, and Chicago 7.1 per cent. The individual contracts which total $204,010,882.71 are listed in Table 21 of this report.

Class of Government	Interstate		Primary	Secondary	Other	Total	
	Amount	Per Cent				Amount	Per Cent
State of Illinois	$ 84,508,945.98	80.9	$72,014,259.63	$26,714,615.67	$519,292.11	$183,757,113.39	90.1
Cook County	5,387,991.12	5.1	264,363.00			5,652,354.12	2.8
City of Chicago	14,601,415.20	14.0				14,601,415.20	7.1
Total	$104,498,352.30	100.0	$72,278,622.63	$26,714,615.67	$519,292.11	$204,010,882.71	100.0
Per Cent	51.2		35.4	13.1	0.3	100.0	

4. CONSTRUCTION.—Improvements were completed for 1,173.12 miles of State highways during 1962. The following tabulation shows the unit of government completing the work and the mileage on each of the highway systems.

Government	Miles of State Highways Improved in 1962			
	Interstate	Primary	Secondary	Total
State of Illinois	73.71	639.82	484.14	1,197.67
Cook County	3.64	0.17		3.81
City of Chicago	1.72			1.72
Total	79.07	639.99	484.14	1,203.20

In addition to the miles of pavement surfaces completed, many bridges and grade separation structures were necessary. A tabulation of structures completed in 1962 follows:

System	Bridges		Grade Separations		Total Structures	
	New	Repaired or Widened	New	Repaired or Widened	New	Repaired or Widened
State of Illinois						
Interstate	25		97		122	
Primary	14	53	28	16	42	69
Secondary	33	6	4		37	6
Cook County						
Interstate			7		7	
Primary						
City of Chicago						
Interstate	1		12		13	
Total by System						
Interstate	26		116		142	
Primary	14	53	28	16	42	69
Secondary	33	6	4		37	6
Total all systems					221	75

TABLE 1.—PAVEMENT MILEAGE CONSTRUCTED BY THE STATE AND BY THE COUNTIES, CITIES, AND TOWNSHIPS UNDER STATE SUPERVISION.

Year	State Construction			County Construction	City MFT Work	Total State, County, and City Work	Township Work[4]
	Federal-aid Interstate[1]	Primary	Secondary[2]				
1914	----------	----------	----------	53.58	----------	53.58	----------
1915	----------	----------	----------	100.27	----------	100.27	----------
1916	----------	----------	----------	135.41	----------	135.41	----------
1917	----------	----------	----------	184.38	----------	184.38	----------
1918	----------	6.77	----------	93.36	----------	100.13	----------
1919	----------	152.54	----------	102.06	----------	254.60	----------
1920	----------	270.60	----------	94.92	----------	365.52	----------
1921	----------	285.62	----------	128.32	----------	413.94	----------
1922	----------	546.95	----------	194.15	----------	741.10	----------
1923	----------	858.31	----------	226.71	----------	1,085.02	----------
1924	----------	1,018.21	----------	211.27	----------	1,229.48	----------
1925	----------	786.86	----------	119.54	----------	906.40	----------
1926	----------	361.79	----------	101.95	----------	463.74	----------
1927	----------	522.98	----------	145.46	----------	668.44	----------
1928	----------	1,075.27	----------	229.48	----------	1,304.75	----------
1929	----------	629.51	----------	126.11	----------	755.62	----------
1930	----------	790.22	----------	291.17	----------	1,081.39	----------
1931	----------	759.87	----------	663.67	----------	1,423.54	----------
1932	----------	726.86	----------	818.57	----------	1,545.43	----------
1933	----------	730.55	10.97	513.10	----------	1,254.62	----------
1934	----------	287.91	275.10	397.53	90.55	1,051.09	----------
1935	----------	287.35	176.75	399.00	136.94	1,000.04	----------
1936	----------	154.69	230.01	752.69	228.53	1,365.92	----------
1937	----------	284.63	131.26	649.00	299.69	1,364.58	----------
1938	----------	392.91	228.03	780.92	263.42	1,665.28	----------
1939	----------	309.96	163.68	726.43	293.20	1,493.27	----------
1940	----------	268.55	131.31	677.74	276.13	1,353.73	----------
1941	----------	295.04	102.12	740.50	251.36	1,389.02	----------
1942	----------	300.31	[3]131.35	443.53	147.26	1,022.45	----------
1943	----------	315.67	[3]127.70	320.34	87.31	851.02	----------
1944	----------	380.38	[3]175.85	257.41	98.62	912.26	----------
1945	----------	224.62	[3]56.02	204.74	71.12	556.50	----------
1946	----------	250.37	87.46	222.10	100.33	660.26	8,176.94
1947	----------	[5]311.32	159.51	293.88	133.96	898.67	8,504.41
1948	----------	[5]324.14	487.38	270.40	136.77	1,218.69	6,419.33
1949	----------	[5]434.13	298.41	353.79	181.58	1,267.91	7,047.57
1950	----------	[5]295.70	164.73	354.40	160.48	975.31	----------
1951	----------	[5]756.97	150.92	343.94	166.70	1,418.53	----------
1952	----------	[5]1,441.27	460.47	438.28	200.31	2,540.33	642.70
1953	----------	[5]872.12	562.19	323.34	230.61	1,988.26	1,666.29
1954	----------	[5]741.82	343.49	267.73	204.23	1,557.27	1,809.58
1955	----------	[5]371.86	535.69	331.65	301.34	1,540.54	2,018.60
1956	----------	[5]560.61	491.05	334.19	258.78	1,644.63	1,646.61
1957	----------	[5]510.96	524.93	273.17	213.67	1,522.73	1,753.53
1958	37.37	[5]1,035.49	588.33	238.95	244.26	2,144.40	1,612.23
1959	40.77	[5]648.20	672.36	346.09	208.17	1,915.59	1,563.98
1960	95.19	[5]611.55	545.15	291.76	224.96	1,768.61	1,451.23
1961	45.94	[5]571.20	457.84	255.12	196.84	1,526.94	1,301.17
1962	73.71	[5]639.83	484.14	271.46	226.49	1,695.63	1,106.77
Totals	292.98	23,402.47	8,954.20	16,093.56	5,633.61	[4]54,376.82	[6]46,720.94

[1] Previous to 1958, interstate work was included in the column showing primary mileage.

[2] Includes surfacing constructed with State and Federal funds on State-aid or Federal-aid secondary routes, access roads not on the State system, and mileage built in State parks, State institutions, etc.

[3] Includes access roads not on the State system.

[4] Oiled earth and grading not included.

[5] Includes full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to surfacing with bituminous concrete. Mileage of base course and widening (most of which has been surfaced with bituminous concrete) was as follows: 1947—5.77 miles; 1948—6.86 miles; 1949—40.35 miles; 1950—73.29 miles; 1951—284.24 miles; 1952—551.15 miles; 1953—294.97 miles; 1954—252.05 miles; 1955—81.51 miles; 1956—117.84 miles; 1957—105.35 miles; 1958—174.40 miles; 1959—94.78 miles; 1960—81.04 miles; 1961—60.03 miles; 1962—70.69 miles.

[6] The figures for 1946 through 1952 are the mileages approved for construction and those for 1953 through 1961 are the mileages actually constructed.

In addition to the mileage of pavement and number of structures completed, a considerable amount of miscellaneous work was accomplished. This consisted of placing 1,589,554 square yards of intermittent resurfacing, grading 12.24 miles under separate contract, and painting 87 bridges.

The location of the individual projects, the contractor, and a brief description of the work on each project are given in Table 23 of the Construction Section of this report. Table 1 summarizes the mileage of highway improvements completed annually by the State and by local governments working under State supervision while the status of work on each interstate route at December 31, 1962 is given in Table 2.

TABLE 2.—STATUS OF WORK ON INTERSTATE ROUTES IN ILLINOIS AT DECEMBER 31, 1962.

FAI Route	Miles Opened to Traffic		Miles Under Construction	Status of Remaining Mileage			Total Miles
	Free[1]	Toll		Right-of-way Being Acquired	Plans Being Prepared	No Work	
55	194.5		19.5	26.9	1.0	29.7	271.6
57	52.9		21.6	115.4	140.4	23.5	353.8
64				9.4	16.5	98.8	124.7
70	39.6		17.5	26.5	27.3	48.8	159.7
74	57.8	0.5	1.4	50.4	31.6	72.7	214.4
80	77.7	4.7	22.5	41.4	16.9		163.2
90	35.0	65.9	1.1			12.8	114.8
94	30.3	35.9					66.2
255	2.3				4.9	12.4	19.6
270	1.8		4.6	8.7			15.1
280	3.0			5.2			8.2
294		48.1					48.1
474				3.8	10.1	0.6	14.5
494	3.8					10.3	14.1
Total	498.7	155.1	88.2	287.7	248.7	309.6	1,588.0

[1] The 498.7 miles of free interstate highways opened to traffic includes 344.8 miles completed to full interstate standards and 153.9 miles in use but on which additional work is necessary.

5. MAINTENANCE.—A summary of the mileage and cost of State highway maintenance and operation in 1962 follows:

System	Miles Maintained		Maintenance and Operation Costs	
	at Dec. 31, 1962	Weighted Average Mileage	Total	Per Mile
Direct Maintenance				
Interstate	441.8	393.8	$ 1,586,679	$ 4,029
Regular	14,285.3	14,317.0	36,292,956	2,535
Expressway	90.8	82.5	2,788,495	33,812
Subtotal	14,817.9	14,793.3	$40,668,130	
Municipal Street Maintenance	758.8	758.8	$ 586,480	
Total	15,576.7	15,552.1	$41,254,610	

The cost per mile for each system is calculated by using the weighted average mileage shown in Column 2 above.

A detailed description of State highway maintenance and operation activities is given in Section VII, Maintenance, of this report.

6. FINANCING.—A summary of receipts and disbursement of the Division of Highways during 1962 is given in Table 3. The net revenue available to the Division during the year was $315,317,887.29 while expenditures totaled $299,678,876.79. The difference resulted in an increase in balance which at the end of the year was $38,038,-027.90. At that time liabilities of the Division for contracts in force and other commitments totaled $144,787,148.33.

Although the last of the original State highways bonds had matured in 1959, one bond of the remaining $31,000 was redeemed during the year leaving $30,000 still outstanding of these issues.

The $245 million expressway bond issue of Cook County is also being serviced from State highway funds. Series I in the amount of $25 million was sold in 1962 making a total sales of this issue amounting to $225 million. No payment to the bond issue sinking fund was made in 1962 since the amount needed for 1962 was advanced by the Division in 1961. In addition to servicing the interest on this bond issue, the fund advanced by the State by the end of 1962 was sufficient to retire $50 million principal which leaves $175 million principal remaining for retirement in future years.

Greater details concerning the financial transactions of the Division and comparison of revenues and expenditures of 1962 with prior years are contained in Section II, Financing.

7. LOCAL ROADS AND STREETS.—Tables 4, 5, and 6 give the amount of motor fuel tax allotted to counties, cities, and townships during 1962 and the amount withdrawn by local governments for construction and maintenance of roads and streets under their jurisdiction.

In 1961, the Legislature enacted HB 1653 which authorized the temporary transfer of not more than $34 million from the motor fuel tax accounts of counties, municipalities, and townships to the State General Revenue Fund. This bill further provided that these transfers would be repaid by June 30, 1963. Under these provisions $17 million was transferred in 1961 and is shown in Tables 4, 5, and 6. No additional transfers were made in 1962.

Using allocations of motor fuel tax funds and working under State supervision in 1962, the counties completed 267.66 miles of surfacing, graded 11.62 miles under separate contract, oiled 0.52 mile, and constructed 31 bridges; the cities surfaced 224.67 miles of city streets, and constructed 9 bridges; and the townships surfaced 1,106.77 miles, oiled 65.67 miles, and built 37 bridges. The work completed by counties and cities indicated above does not contain work on expressways by Cook County and the City of Chicago since this work is on the State system and is shown in Section V, Construction.

The motor fuel allotment to each unit of government, the contracts awarded by counties and cities, and the amount of work completed is given in Section XI, Local Roads and Streets.

TABLE 3.—SUMMARY OF THE REVENUES AVAILABLE TO AND EXPENDITURES BY THE ILLINOIS DIVISION OF HIGHWAYS DURING[1].

AMOUNTS AVAILABLE

Road Fund Revenues:			
Motor licenses and operators' license fee receipts		$ 110,755,846.75	
Less Administration and collection costs		11,402,825.80	$ 99,353,020.95
Motor fuel tax deposited in Road Fund			52,452,213.22
Counties' contribution to Federal-aid secondary projects			5,173,932.07
Miscellaneous collections and refunds			6,301,461.66
Federal aids and grants			162,916,652.73
Fines and penalties			748,159.68
Subtotal			$ 326,945,440.31
Less Amount paid other State Departments			[2] 13,151,068.48
			$ 313,794,371.83
Motor Fuel Tax Revenues:			
Gross receipts from motor fuel tax		$ 166,906,976.79	
Less Refunds on nontaxable motor fuel	$ 14,527,822.77		
Dept. of Revenue administration expense	401,263.75		
Allotted to down-State counties (Net)	17,981,937.52		
Allotted Cook County (Net)	16,483,442.75		
Allotted to municipalities (Net)	47,951,833.37		
Allotted to townships and road districts	14,984,947.95		
Grade Crossing Protection Fund	600,000.00		
Motor fuel tax deposited in Road Fund	52,452,213.22	165,383,461.33	1,523,515.46
Total net revenue all funds			$ 315,317,887.29
Balance on Hand January 1, 1962			22,399,017.40
Total			$ 337,716,904.69

AMOUNTS SPENT

Direct Expenditures by Division of Highways For:		
Construction	$ 222,009,230.80	
Maintenance	42,447,257.80	
Administration and engineering	[3] 26,058,201.05	
Miscellaneous	[4] 4,614,667.49	$ 295,129,357.14
Debt Service $100,000,000 Highway Bonds:		
Principal		1,000.00
Total expenditures by Division of Highways		$ 295,130,357.14
Advanced to Counties and Municipalities to Aid State Construction		[5] 4,548,519.65
Total expenditures (and loans) by Division of Highways		$ 299,678,876.79
Balance on Hand December 31, 1962		38,038,027.90
Total		$ 337,716,904.69

[1] This tabulation does not contain the financial transactions of the Grade Crossing Protection Fund or the State Garage Revolving Fund. The balances, revenues, and expenditures for these funds are given in Table 12.

[2] Includes:

Employees' compensation		$ 172,758.55
Treatment expense for injured employees		123,333.92
Policing of highways		12,095,897.38
Architectural services		198,817.62
Secretary of State		
Safety Responsibility Dept.	$ 426,632.10	
Land and office buildings	40,739.37	
Administration of Motor Vehicle Law	51,578.77	
Addition to Centennial Building, Springfield	41,310.77	560,261.01
Total		$ 13,151,068.48

[3] Includes $24,160,197.53 for administration and engineering and $1,898,003.52 for highway buildings.

[4] Contains:

Administration of MFT Law	$ 1,528,410.89
Statewide highway planning survey	2,706,281.87
Administration of safety responsibility law	379,974.73
	$ 4,614,667.49

[5] These expenditures financed the counties' and cities' share of State construction which will be repaid to the State.

SUMMARY

TABLE 4.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY THE COUNTIES OF ILLINOIS DURING 1962.

AMOUNTS AVAILABLE

BALANCES JANUARY 1, 1962:			
Cook County, MFT Fund	$ 16,198,787.35		
Down-State Counties, MFT Fund[1]	12,876,750.17	$ 29,075,537.52	
Less Temporary transfer to State General Revenue Fund		5,000,000.00	
BALANCE AVAILABLE FOR COUNTY USE AT JANUARY 1, 1962			$ 24,075,537.52
ALLOTMENTS-MFT TO COUNTIES IN 1962:			
Cook County		$ 16,483,442.75	
Down-State Counties[2]		17,994,780.54	34,478,223.29
Total motor fuel tax funds available in 1962			$ 58,553,760.81

AMOUNTS WITHDRAWN

Purpose	Motor Fuel Tax Withdrawn: Cook County	Down-State[1] Counties	Total
Construction	$ 7,395,657.37	$ 5,398,810.54	$ 12,794,467.91
Right-of-way	1,126,478.42	743,434.40	1,869,912.82
Engineering	721,410.58	1,221,942.26	1,943,352.84
FAS matching	493,424.84	1,702,878.53	2,196,303.37
Maintenance	—	8,372,506.46	8,372,506.46
Debt retirement	4,042,550.86	157,507.98	4,200,058.84
Miscellaneous	19,354.39	855,510.78	874,865.17
Totals	$ 13,798,876.46	$ 18,452,590.95	$ 32,251,467.41

BALANCES, DECEMBER 31, 1962:			
Cook County	$ 18,883,353.64		
Down-State Counties	12,418,939.76	$ 31,302,293.40	
Less Temporary transfer to State General Revenue Fund		5,000,000.00	
BALANCE AVAILABLE FOR COUNTY USE AT DECEMBER 31, 1962			26,302,293.40
Total			$ 58,553,760.81

[1] Down-State Counties refers to all counties excepting Cook County.
[2] Includes redeposits of $12,843.02 in County Motor Fuel Fund of warrants issued in error.

TABLE 5.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY THE MUNICIPALITIES OF ILLINOIS DURING 1962.

AMOUNTS AVAILABLE

BALANCE, JANUARY 1, 1962:		
Municipalities, MFT Fund	$ 41,132,003.03	
Less Temporary transfers to State General Revenue Fund	9,500,000.00	
BALANCE AVAILABLE FOR MUNICIPAL USE AT JANUARY 1, 1962		$ 31,632,003.03
ALLOTMENT-MFT TO MUNICIPALITIES IN 1962		47,951,833.37
Total motor fuel tax funds available in 1962		$ 79,583,836.40

AMOUNTS WITHDRAWN

Purpose		
Construction	$ 16,507,548.34	
Right-of-way	2,196,544.67	
Engineering	1,832,331.13	
Maintenance	15,779,773.41	
Municipal indebtedness	7,316,140.32	
Treasurer's fees and miscellaneous	42,102.54	
Total motor fuel tax funds withdrawn		$ 43,674,440.41
BALANCE, DECEMBER 31, 1962:		
Municipalities, MFT Fund	$ 45,409,395.99	
Less Temporary transfers to State General Revenue Fund	9,500,000.00	
BALANCE AVAILABLE FOR MUNICIPAL USE AT DECEMBER 31, 1962		35,909,395.99
Total		$ 79,583,836.40

SUMMARY

TABLE 6.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY THE COUNTIES OF ILLINOIS FOR TOWNSHIP AND ROAD DISTRICT ROADS DURING 1962.

AMOUNTS AVAILABLE

BALANCE, JANUARY 1, 1962:		
Township, MFT Fund	$ 16,581,741.62	
Less Temporary transfer to State General Revenue Fund	2,500,000.00	
BALANCE AVAILABLE FOR TOWNSHIP USE AT JANUARY 1, 1962		$ 14,081,741.62
ALLOTMENTS-MFT FUNDS TO TOWNSHIPS IN 1962		14,984,947.95
Total motor fuel tax funds available in 1962		$ 29,066,689.57

AMOUNTS WITHDRAWN

Purpose		
Construction	$ 6,763,322.21	
Right-of-way	61,140.47	
Engineering	718,267.98	
Maintenance	6,951,777.78	
Township indebtedness	73,160.72	
Miscellaneous	6,802.00	
Total motor fuel tax funds withdrawn		$ 14,574,471.16
BALANCE, DECEMBER 31, 1962:		
Township, MFT Fund	$ 16,992,218.41	
Less Temporary transfer to State General Revenue Fund	2,500,000.00	
BALANCE AVAILABLE FOR TOWNSHIP USE AT DECEMBER 31, 1962		14,492,218.41
Total		$ 29,066,689.57

DIVISION OF HIGHWAYS
EMPLOYEES
WHO HAVE SERVED
25 YEARS OR MORE

Lauretta B. Abrell
Edwin R. Ailes
Charles W. Albrecht
Harry J. Alton
E. Dean Antrobus
Carroll K. Bair
Joseph A. Bangiolo
James M. Barkman
Earle M. Bastian
Norman Beggs
Robert H. Bennett
Helen L. Berry
Walter R. Berry
Fremont H. Blandin
George A. Blauvelt
Irwin C. Bliss
George M. Bohlig
William J. Bolling
Frank W. Boriske
B. M. Borrud
Marion P. Boulden
Arthur C. Braming
Herbert L. Brantley
James R. Branton
Herbert C. Bright
Frank P. Brock
Kenneth L. Brown
Edward B. Bryant
Harold G. Buchanan
C. N. Bullard
Lena Bundy
Louis J. Burg
James L. Burnett
Cyril V. Burns
Warren E. Burr
Henry C. Buser
Genevieve Cain
James L. Calhoun
Barnett Campbell
Earl W. Carter
W. E. Chastain, Sr.
Cecil E. Chenoweth
George W. Chenoweth
Paul E. Cogan
Leland J. Colvin
T. Warren Connole
D. R. Connor
Joseph B. Conroy
Hazel M. Constant
Dallas M. Costello
Arthur S. Crom
Thomas O. Cromeenes
Edgar M. Crump
Charles E. Cullen
Nathaniel B. Curran
Edmund F. Curtin, Sr.
John J. Cychol
Earl K. Damotte
John R. Danzer
Lewis E. Davidson
Henry E. Diers
Harold K. Dolbow
Dorothy F. Dorr
Joy W. Dull
Raymond E. Dunnington
William M. Dutelle
Fred A. Dykins
Lloyd J. Elfline
Albert B. Elliott
Clarence W. Engel
John C. Evans
Robert E. Ferguson
Arthur Fogde
Robert N. Gamble
Harold B. Gegal
Richard W. Gerling
Katherine V. Glynn
Robert B. Gove
Harry P. Graham
John Grayhack, Jr.
Albin G. Gries
Wilfred E. Gronberg
Charles E. Grosskoff
Earl McK. Guy
Elmer E. Hagglund
Ray P. Hamilton
Helen M. Hanselman
Frank W. Hansford
Aurelius B. Harris
Ernest D. Harward
Hugo A. Harold
Christian L. Heuer
Paul Hieber
Dolph Hoke
Carl E. Holtman
Robert K. Hopkins
Vance E. Hopper
Jerome Hurwitz
Otis C. Isenbarger
A. Noel Jamison
Kenneth A. Johnsen
John R. Johnson
Robert W. Johnson
Ben M. Jones, Jr.
Charles N. Jones
George B. Jones
John G. Keller
Henry E. Kelly
Edmund J. Kern
Warren L. Kessler
Arthur P. Kettenhofen
Louis H. Kinsella
Fred Kirchner
Arthur G. Kistler
Helen F. Klebes
Angela Kortenber
William S. Krause
Frederick T. Krueger
Ole Larsen
Milton R. Lawrence
Lloyd E. Leka
Ralph T. Leslie
James D. Lindsay
Marian Lindsay
Myron K. Lingle
Abe B. Litvien
Chris Locker
William H. Lockhart
Murrel E. Loffland
Glen M. Longley
Randolph A. Lonier
Eddy Lund
Walter H. Lyon
J. Rolland Lyons
Lucille F. Mackay
William J. Mackay
William D. MacLeod
Marianna Madden
Paul J. Malay
Joseph S. Malecki
Enos O. Manon
Charles B. March
W. M. Marshall
James H. Martin
Fred C. Mason
Cyril P. Mathy
John W. McCarty
Allen J. McClintick
Herbert V. McCoy
Walton A. McCree
John L. McCumber
William T. McCune
Gordon S. McDonald
Jackson H. McDonald
Eileen R. McFall
Mildred McLaughlin
Charles B. McNelly
Allen D. McReynolds
Andrew W. Meloan
Merton M. Memler
Aloysius W. Miller
Joseph L. Miller
Josephine Miller
John P. Mills
Fred W. Moore
Mary Hallene Moore
Theodore F. Morf
John C. Mulgrew
Leo A. Murphy
Fred C. Nehren
Russell J. Newell
Claude R. Nicholson
Gordon J. Nicholson
Thomas H. F. Norris
Vivian E. O'Donnell
Carl Bernard Olson
Theodore Olson
Harold L. Owen
John D. Owen
William H. Page
Frank Papineau
Melvin S. Parsons
S. Emmons Patterson
Paul R. Pearson
Walter C. Peterman
Marie Poppe
Stona N. Powell
Neil F. Pruitt
Wesley C. Pruitt
Jerry E. Raffensperger
Edwin J. Raich
Charles N. A. Richards
T. V. Richardson
Joseph J. Rimsay
H. Harold Roberts
Harold W. Roebuck
Ethel D. Ronan
Ben C. Rosenberg
Ellis G. Ross, Jr.
Frank R. Runyen
Earl S. Rynearson
Harold E. Sanders
William A. Sausaman
Charles G. Saville
Isaac C. Sawyer
Henry O. Scheer
Louis Schlaefli
Robert E. Scribner
Ralph W. Seabright
George H. Shanahan
Richings J. Shand, Jr.
J. R. Shelburne
Everett L. Sherertz
Harold I. Shively
Elsie Slightom
Ardis Smith
Charles L. Smith
James A. Smith
Terry P. Smith, Jr
William N. Sommer
Henry G. Spoerl
Lawrence Spooner
Lloyd A. Springer
Dick D. Starke
Arthur R. Steese
Viola L. Suhr
Theodore S. Swaback
Mary Taposik
Julian A. Taylor
Noel F. Thomas
Robert H. Tittle
Arthur C. Tosetti
Mary E. Troy
Helen M. Turner
Clarence C. Uhl
Archie Urdangen
Leo L. Vogt
Charles J. Vranek
Carl M. Wahl
William M. Waller
R. B. Walters
Ruth Ward
Theodore V. Watrous
Okla Genevieve Welle
Chauncey H. Wells
Joseph P. Welsch
William E. Westwood
George Wildeson
Louise M. Wildi
Carl H. Wiley
Robert D. Wiley
Edward M. Willems
Arthur D. Williams
Irwin E. Winje
Stanley Winn
Alfred T. Winston
Wilmer H. Woelfer
Walter B. Worsham
Edward N. Wyman
Glenn Younkin
Harry W. Zieseniss
Gerald H. Zimmerman
Waldemar H. Zumstein

Figure 3.

II. FINANCING

1. GENERAL.—Financing the improvements and maintenance of the system of State highways in Illinois involves the expenditure and recording of large sums of money annually. Budgeting, accounting, and auditing of highway funds are the responsibility of the Bureau of Administrative Service. Through this Bureau vouchers are issued and records kept of all financial transactions in highway funds; detailed records are made of maintenance and construction costs on each section of State highway; State highway funds expended by local governments are audited annually; budgets are prepared; Division personnel records are kept; and statistical reports are issued periodically concerning all phases of highway financing in Illinois.

Summarization of State highway finance is portrayed in the discussion and tables which follow.

2. RECEIPTS, EXPENDITURES, AND BALANCES.—Detailed information concerning financial transactions of State highway funds is given in Table 12. Both revenues and expenditures in 1962 for State highway purposes showed an increase from the corresponding figures for 1961. Gross revenues increased 11.95 per cent and gross expenditures increased 3.32 per cent.

The substantial increase in revenues is mainly attributed to the large increase in Federal-aid reimbursements of 1962 over that of the previous year. Revenues from other sources also increased but of lesser amounts.

(a) *Receipts.*—During 1962 a total of $452,965,947.46 of State highway revenue was deposited in the State Treasury. Not all of this was available for financing work of the Division of Highways. Of the $166,906,976.79 motor fuel tax collected; refunds to non-highway users; collection costs; and allotments to counties, cities, and townships; and to the Grade Crossing Protection Fund totaled $112,931,248.11, leaving $53,975,728.68 available to the Division of Highways. Of the $110,755,846.75 received from registration fees; collection costs, payments to the State highway police, and allowance for miscellaneous items left $86,201,952.47 available to the Division of Highways. Of the $12,386,471.19 in miscellaneous collections; direct deposits to the motor fuel tax funds for cities and counties and to the Grade Crossing Protection Fund left $12,223,553.41 available to the Division of Highways. Table 12 shows that of the total highway receipts amounting to $452,965,947.46, after the deductions mentioned above, $315,317,887.29 remained for construction, administration and engineering, and maintenance by the Division of Highways.

The following tabulation shows a comparison of gross State highway receipts for 1961 and 1962.

Type of Receipt	1961	1962	Change	
			Amount	Per Cent
Registration fees	$100, 729, 647.65	$110, 755, 846.75	$+10, 026, 199.10	+9.95
Federal aids and grants	133, 343, 534.61	162, 916, 652.73	+29, 573, 118.12	+22.18
Miscellaneous collections	9, 133, 168.69	12, 386, 471.19	+3, 253, 302.50	+35.62
Motor fuel tax	161, 415, 187.42	166, 906, 976.79	+5, 491, 789.37	+3.40
Total regular receipts	$404, 621, 538.37	$452, 965, 947.46	$+48, 344, 409.09	+11.95

(b) *State Highway Expenditures.*—The $295,130,357.14 expended by the Division in 1962 exceeded 1961 expenditures by $9,202,-418.03, or 3.22 per cent, while the total State highway expenditures, including advances to local governments for highway purposes, showed an increase of 3.32 per cent when compared with that of 1961. The tabulation which follows compares the amount expended in 1962 with that of the previous year.

Expenditures by or for	1961	1962	Change	
			Amount	Per Cent
Division of Highways	$285, 927, 939.11	$295, 130, 357.14	$+9, 202, 418.03	+3.22
Counties	32, 153, 574.04	34, 638, 253.93	+2, 484, 679.89	+7.73
Municipalities	46, 380, 825.50	45, 986, 173.54	—394, 651.96	—0.85
Townships and road districts	14, 203, 903.11	14, 574, 471.16	+370, 568.05	+2.61
Other State departments	37, 688, 967.27	39, 482, 980.80	+1, 794, 013.53	+4.76
Grade Crossing Protection Fund	268, 311.41	628, 561.10	+360, 249.69	+134.27
Total	$416, 623, 520.44	$430, 440, 797.67	$+13, 817, 277.23	+3.32

(c) *Balances.*—The closing balance in all State highway funds at December 31, 1961 was $110,484,094.11 as shown in the 1961 Annual Report. At the end of 1962 a total balance of $133,009,243.90 remained in all highway funds. Of this amount only $38,038,027.90 was available for commitments of the Division of Highways, against which liabilities for contracts in force and reserves for other construction work and commitments amounted to $144,787,148.33. The following tabulation shows the balances in the various highway funds of the State Treasury. These balances include the $17,000,000 loaned to the General Revenue Fund as explained in Table 12.

Fund	Balance at		Change
	January 1, 1962	December 31, 1962	
Road Fund	$20, 915, 370.68	$36, 559, 276.61	$+15, 643, 905.93
Motor Fuel Tax Fund			
Division of Highways	1, 483, 646.72	1, 478, 751.29	—4, 895.43
Counties	29, 075, 537.52	31, 302, 293.40	+2, 226, 755.88
Municipalities	41, 132, 003.03	45, 409, 395.99	+4, 277, 392.96
Townships and road districts	16, 581, 741.62	16, 992, 218.41	+410, 476.79
State Treasurer, relief bonds	225.00	225.00	----------
Grade Crossing Protection Fund	1, 295, 569.54	1, 267, 083.20	—28, 486.34
Total	$110, 484, 094.11	$133, 009, 243.90	$+22, 525, 149.79

3. SOURCES OF STATE HIGHWAY REVENUE.—The sources of funds for highway purposes in Illinois are (a) vehicle registration fees, (b) motor fuel tax, (c) Federal aids, (d) State General Revenue Fund appropriations, and (e) miscellaneous collections.

The amount received from each of these sources has been shown in accompanying tabulations, but little has been said of their source or collection. These are explained briefly in the discussion which follows.

TABLE 7.—DETAIL OF HIGHWAY REVENUES FOR CALENDAR YEAR 1962.

Road Fund Revenues:			
Motor license and operators' license fees		$ 110,755,846.75	
Federal aids and grants:			
Regular Federal-aid program	$ 13,161,329.72		
Federal secondary program	9,888,477.14		
Federal urban program	15,893,154.29		
Federal interstate program	123,891,818.42		
Federal forest highway program	45,140.00		
Federal access roads program	36,733.16		
Total Federal aids and grants		162,916,652.73	
Miscellaneous collections:			
Secretary of State refunds	$ 2,266.59		
Traffic permits	117,834.84		
Public Safety refunds	78,329.94		
Reimbursement of expenses	1,949,639.35		
Reimbursement from counties for construction advances	2,028,603.57		
Reimbursement from counties for secondary road construction	5,173,932.07		
Reimbursement from municipalities for construction cost advances	2,124,787.37		
Fines and penalties	562,459.68		
Fees for reinstatement of drivers licenses	185,700.00		
Total miscellaneous collections		12,223,553.41	
Transfers from Motor Fuel Tax Fund		52,452,213.22	
Total Road Fund revenues			$ 338,348,266.11
Motor Fuel Tax Revenues:			
Motor fuel tax collected	$ 166,906,976.79		
Special deposit to Motor Fuel Tax Fund—Counties	12,843.02		
Cities	150,000.00	$ 167,069,819.81	
Less amount transferred to Road Fund	$ 52,452,213.22		
Amount transferred to Grade Crossing Protection Fund	600,000.00	53,052,213.22	
Total Motor Fuel Tax Fund revenues			114,017,606.59
Grade Crossing Protection Fund Revenues:			
Transfers from Motor Fuel Tax Fund		$ 600,000.00	
Miscellaneous refunds		74.76	
Total Grade Crossing Protection Fund revenues			600,074.76
Total revenues, all funds			$ 452,965,947.46

(a) *Vehicle Registration Fees.*—Fees in this item include State licenses issued for motor vehicles, trailers, drivers and chauffeurs, and for miscellaneous purposes relating to motor vehicles. Registration fees are collected by the Secretary of State and deposited in the Road Fund. Collection expense incurred is payable from the Road Fund.

(b) *Motor Fuel Tax Funds.*—The distribution of the motor fuel tax collected in 1962 is shown in Figure 4. The Department of Revenue is responsible for collecting the tax (5 cents per gallon during 1962) and for depositing the collections in the State Treasury. At the beginning of each month the amount deposited in the State Treasury during the preceding month is cleared for apportionment. The refunds and administrative costs are paid and the remaining amount is allotted the various governmental units as follows: 35 per cent to the Division of Highways; 32 per cent to municipalities; 11 per cent to counties with a population of 500,000 or more (Cook County); 12 per cent collectively to other counties; and 10 per cent to townships, road districts, and township districts.

TABLE 8.—MOTOR VEHICLES REGISTERED IN ILLINOIS, 1911-1962.[1]

Registration Year	Number of Vehicles Registered					
	Passenger Cars	Trucks and Buses	Motorcycles	Trailers	Dealers' Licenses	Chauffeur Registrations
1911	39, 269	----------	4, 346	----------	----------	----------
1912	68, 012	----------	9, 238	----------	874	8, 162
1913	94, 646	----------	12, 183	----------	1, 041	13, 153
1914	131, 140	----------	14, 852	----------	1, 198	17, 827
1915	180, 832	----------	15, 710	----------	1, 458	22, 995
1916	248, 429	----------	14, 931	----------	2, 671	33, 022
1917	340, 292	----------	13, 740	----------	3, 745	43, 679
1918	389, 701	----------	10, 834	----------	3, 548	45, 696
1919	478, 438	----------	10, 920	----------	4, 960	53, 123
1920	503, 762	65, 307	10, 597	----------	6, 282	69, 365
1921	583, 441	80, 031	8, 935	----------	7, 041	69, 226
1922	682, 250	99, 876	7, 871	----------	4, 214	56, 789
1923	847, 005	122, 282	7, 612	----------	4, 516	92, 871
1924	981, 859	141, 706	6, 873	2, 044	4, 488	96, 924
1925	1, 101, 943	161, 234	6, 603	3, 777	4, 557	99, 372
1926	1, 195, 014	175, 489	6, 156	3, 350	4, 688	102, 849
1927	1, 254, 421	184, 564	6, 135	3, 489	4, 594	100, 398
1928	1, 314, 003	190, 356	5, 826	3, 742	4, 548	94, 169
1929	1, 410, 913	204, 175	6, 055	5, 068	4, 605	106, 551
1930	1, 429, 146	209, 114	6, 245	7, 341	4, 368	108, 538
1931	1, 411, 261	201, 509	5, 811	9, 283	3, 883	93, 056
1932	1, 311, 783	181, 715	5, 274	8, 950	3, 266	70, 788
1933	1, 276, 864	186, 186	4, 959	9, 228	2, 922	66, 559
1934	1, 285, 434	178, 496	4, 766	10, 792	3, 449	70, 584
1935	1, 342, 904	190, 843	5, 291	14, 636	3, 896	78, 931
1936	1, 459, 195	208, 926	5, 924	18, 408	3, 963	90, 228
1937	1, 556, 702	220, 639	6, 490	23, 475	4, 329	97, 573
1938	1, 567, 775	222, 582	6, 848	23, 396	4, 199	88, 974
1939	1, 626, 689	232, 888	7, 227	25, 296	4, 363	123, 313
1940	1, 707, 512	228, 889	7, 742	29, 349	4, 679	135, 299
1941	1, 825, 142	234, 703	7, 672	32, 236	4, 862	141, 199
1942	1, 747, 253	233, 386	9, 242	30, 429	3, 742	141, 680
1943	1, 592, 837	221, 634	8, 247	26, 014	3, 282	125, 576
1944	1, 518, 629	216, 930	8, 381	26, 371	3, 904	125, 182
1945	1, 508, 222	224, 929	8, 834	31, 776	4, 595	142, 714
1946	1, 614, 490	254, 059	16, 016	45, 998	6, 332	193, 854
1947	1, 753, 109	291, 773	22, 506	51, 810	7, 028	214, 618
1948	1, 904, 991	317, 048	30, 369	56, 365	7, 603	232, 637
1949	2, 078, 704	336, 044	28, 627	56, 943	7, 349	242, 192
1950	2, 286, 572	362, 975	26, 682	60, 776	7, 347	252, 993
1951	2, 407, 130	382, 335	24, 782	64, 971	7, 560	262, 366
1952	2, 458, 462	382, 873	24, 020	68, 222	7, 783	267, 150
1953	2, 580, 668	377, 073	23, 637	72, 699	7, 941	270, 046
1954	2, 694, 253	393, 045	22, 880	80, 545	7, 680	267, 115
1955	2, 858, 869	409, 217	23, 263	90, 249	7, 868	270, 500
1956	2, 984, 584	423, 910	24, 004	104, 549	8, 321	300, 146
1957	3, 076, 362	436, 382	24, 755	116, 493	8, 502	298, 746
1958	3, 127, 657	441, 880	33, 436	131, 524	9, 174	301, 185
1959	3, 221, 902	457, 633	27, 904	146, 319	9, 015	297, 064
1960	3, 312, 800	464, 447	26, 123	158, 316	8, 850	299, 497
1961	3, 389, 608	469, 910	25, 617	167, 968	8, 828	297, 390
1962	3, 496, 232	481, 897	27, 091	179, 684	8, 562	305, 764

[1] Reported by Secretary of State.

The share allotted to the Division of Highways is transferred to the Road Fund and expended from this fund for highway purposes. The allotment to counties having less than 500,000 inhabitants is allotted each county in proportion to the amount of motor vehicle license fees received from its residents, respectively, during the preceding license year. The share of the motor fuel tax allotted to the municipalities collectively is divided among those units in the ratio that their populations bear to the total population of incorporated places in the State. The allotment for township, road district, and township district roads is apportioned to the counties on the basis of township road mileage.

(c) *Federal Aids.*—Federal funds for highway purposes are received by the State as reimbursement for work done and monies

TABLE 9.—ANNUAL STATE REVENUE FOR HIGHWAY PURPOSES, 1911-1962.

Year	Road Fund					Bond Funds 60M and 100M Issues	Motor Fuel Tax Fund	Grade Crossing Protection Fund	Trust Fund	General Revenue Fund Allocations for Highway Purposes	Total
	Motor License and Operators' License Fees	Federal Aid	Miscellaneous	Motor Fuel Tax[1]	Total						
1911-1915	$ 2,542,580.16				$ 2,542,580.16					$ 290,588.25	$ 2,833,168.41
1916-1920	14,730,506.97	$ 5,724,799.05	$ 60,390.18		20,515,696.20					306,180.14	20,821,876.34
1921	6,862,125.83	3,802,430.46	221,645.55		10,886,201.84	$ 4,709,477.78					15,595,679.62
1922	7,904,219.71	1,733,334.86	132,495.77		9,770,050.34	12,023,966.76					21,794,017.10
1923	9,689,702.77	4,257,276.06	135,485.61		14,082,464.44	24,100,867.70					38,183,332.14
1924	11,557,838.94	3,565,058.69	300,045.58		15,422,943.21	[2]21,526,300.00					36,949,243.21
1925	13,050,977.39	2,717,923.43	514,260.69		16,283,161.51	19,630,300.00					35,913,461.51
1926	13,937,579.64	2,036,921.95	214,330.36		16,188,831.95	4,953,100.00				4,863.73	21,146,795.68
1927	15,589,365.19	2,997,912.78	216,671.59	$ 3,953,047.72	22,756,997.28	12,157,100.00				34,559.44	34,948,656.72
1928	15,069,830.33	4,054,652.00	425,556.10	2,439,728.14	21,989,766.57	35,048,600.00				296,531.80	57,334,898.37
1929	17,035,596.03	3,482,065.67	454,193.15		20,971,854.85	19,566,600.00	$ 1,616,185.06			374,021.42	42,528,661.33
1930	18,353,865.44	4,089,891.72	347,066.64	14,813.95	22,805,637.75		34,175,312.05			167,425.43	57,148,375.23
1931	19,201,521.14	10,063,542.21	293,793.69	36,530.40	29,595,387.44		30,222,440.40			223,585.88	60,041,413.72
1932	16,812,097.50	4,838,086.14	195,232.94	502,762.35	22,398,178.93	1,983,500.00	29,060,264.01			27,801.78	53,469,744.72
1933	15,544,501.29	7,271,723.92	272,550.28		23,088,775.49		30,920,366.65			23,918.20	54,033,060.34
1934	18,189,190.93	13,663,956.76	178,430.17		32,031,577.86		31,006,380.09				63,037,957.95
1935	19,988,807.85	8,880,882.56	197,548.18		29,067,238.59		31,771,511.28				60,838,749.87
1936	18,685,682.83	18,449,527.07	180,772.26		37,315,982.16		35,433,014.14				72,748,996.30
1937	21,283,188.44	15,648,505.31	299,437.77		37,231,131.52		38,950,820.29				76,181,951.81
1938	21,754,616.24	9,194,477.62	231,517.19		31,180,611.05		39,536,348.09				70,716,959.14
1939	24,678,040.42	7,283,227.14	604,474.51		32,565,742.07		42,327,572.43				74,893,314.50
1940	24,037,765.01	9,330,449.44	637,548.51		34,005,762.96		45,286,015.72				79,291,778.68
1941	25,852,799.98	5,586,877.20	591,285.65		32,030,962.83		48,648,263.73				80,679,226.56
1942	23,771,384.62	3,970,309.57	527,099.93		28,268,794.12		44,584,819.98				72,853,614.10
1943	24,037,431.29	7,182,876.22	159,735.91		31,380,043.42		34,015,607.91			221,026.40	65,616,677.73
1944	22,942,106.55	2,717,935.17	[3]140,916.12		25,800,957.84		35,166,505.80			853,119.84	61,820,583.48
1945	23,396,891.33	1,405,921.39	[4]496,090.29		25,298,903.01		37,486,710.53			287,265.11	63,072,878.65
1946	27,917,192.83	2,754,479.49	295,731.69		30,967,404.01		48,711,836.17			13,420,060.59	93,099,300.77
1947	30,492,814.24	6,227,802.26	993,400.15		37,714,016.65		53,801,933.48			2,187,074.84	93,703,024.97
1948	32,892,386.26	14,827,994.23	2,645,795.30		50,366,175.79		58,889,358.50			13,189,757.18	122,445,291.47
1949	41,986,130.32	15,526,936.34	2,693,251.72	9,809,067.97	70,015,386.35		52,599,525.21			2,817,380.87	125,432,292.43
1950	40,437,007.68	14,553,825.13	1,762,456.26	19,632,478.32	76,385,767.39		48,530,845.50		$1,347,061.42	343,391.77	126,607,066.08
1951	44,607,331.92	18,413,925.26	907,511.57	20,018,519.39	83,947,288.14		57,836,644.17		2,471,795.73	354,071.26	144,609,799.30
1952	52,327,170.57	26,908,982.94	2,546,878.69	27,448,212.23	109,231,244.43		69,707,721.74		1,343,596.23	333,296.04	180,615,858.44
1953	69,647,775.00	25,800,389.22	6,700,031.16	38,636,458.54	140,784,653.92		87,314,714.65		376,553.62	327,836.95	228,803,759.14
1954	71,942,193.55	26,955,333.75	5,014,534.97	38,518,698.60	142,430,760.87		92,846,072.45		130,718.46	287,931.54	235,695,483.32
1955	74,929,696.50	35,140,812.81	6,730,105.38	43,289,613.36	160,090,228.05		94,336,154.26	$ 125,000.00		284,371.77	254,835,754.08
1956	86,103,830.45	32,445,599.00	7,088,621.34	43,701,119.35	169,339,170.14		98,837,789.35	300,000.00		288,821.22	268,765,780.71
1957	89,472,754.46	32,899,818.43	8,221,293.43	45,611,615.12	176,205,481.44		100,530,159.38	300,000.00		155,513.08	277,191,153.90
1958	95,583,744.21	107,089,299.33	7,477,916.44	46,864,864.08	257,015,824.06		102,479,709.73	300,000.00			359,795,533.79
1959	94,745,386.67	183,086,159.17	9,451,191.46	48,518,034.89	335,800,772.19		107,367,787.08	475,000.00			443,643,559.27
1960	98,704,381.89	186,893,487.35	8,704,826.48	49,608,695.65	343,911,391.37		108,656,774.66	600,555.49			453,168,721.52
1961	100,729,647.65	133,343,534.61	9,130,007.87	50,882,962.17	294,086,152.30		109,935,185.24	600,200.83			404,621,538.37
1962	110,755,846.75	162,916,652.73	12,223,553.41	52,452,213.22	338,348,266.11		114,017,606.59	600,074.76			452,965,947.46
Total	$1,629,775,504.77	$1,189,785,596.44	$100,615,681.94	$541,939,435.45	$3,462,116,218.60	$155,699,812.24	$1,996,607,956.32	$3,300,831.08	$5,669,725.46	$37,100,394.53	$5,660,494,938.23

[1] Revenue received prior to 1933 consists of 1927 gas tax receipts, subsequent to 1933 consists of 1929 Motor Fuel Tax collections deposited in Road Fund.

[2] The $21,526,300.00 shown consists of $17,624,000.00 from the $60M issue and $3,902,300.00 from the $100M issue. All Bond Fund receipts before 1924 are from the $60M issue and after 1924 from the $100M issue.

[3] Does not agree with figure published in 1944 Annual Report because of auditing adjustments.

[4] Includes $250,000.00 transferred from the State Garage Revolving Fund as a reimbursement of funds advanced in 1943.

DISTRIBUTION OF MOTOR FUEL TAX IN ILLINOIS
1962

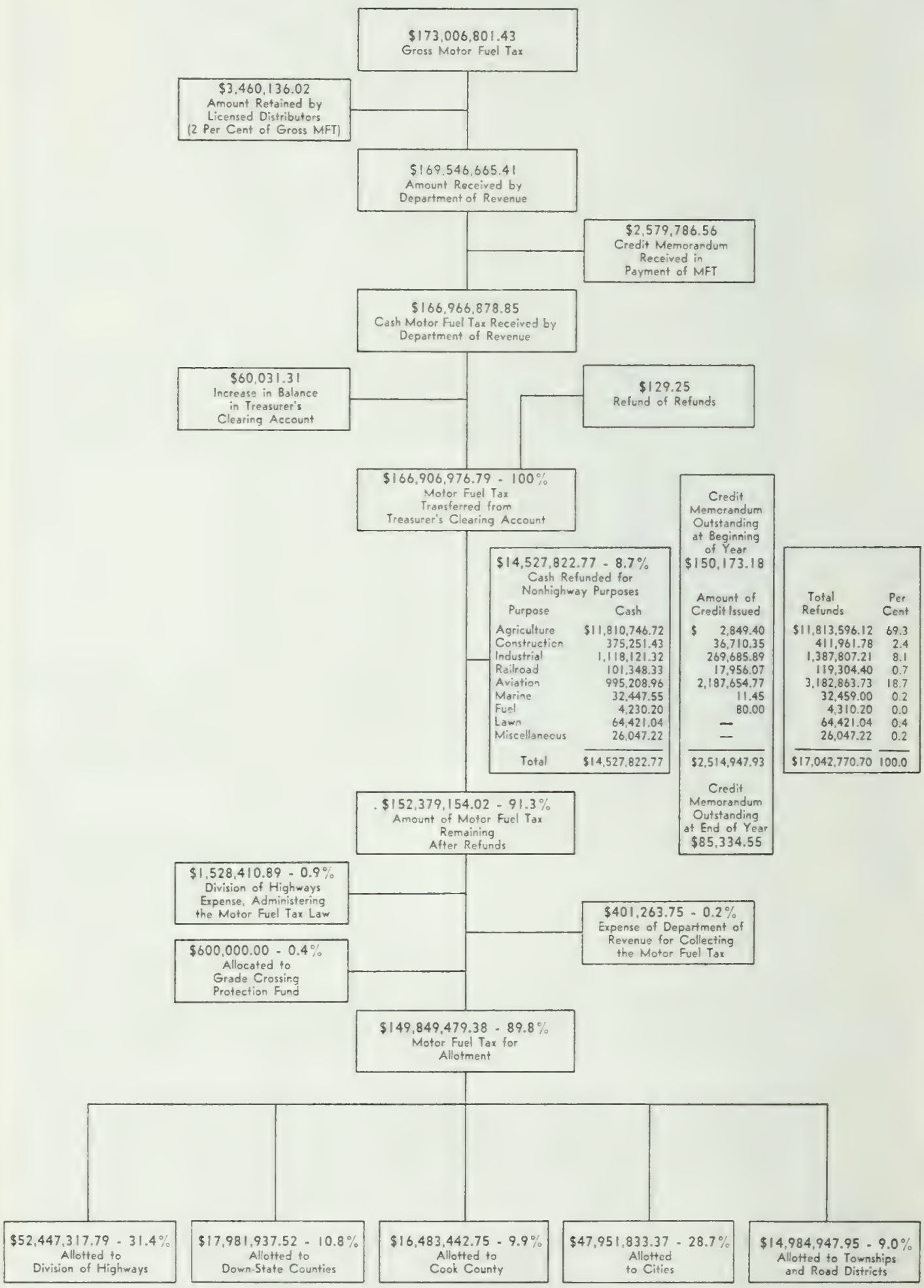


Figure 4.

expended on projects covered by project agreements with the Federal Government. Primary Federal aid is allotted to the State for the improvement of roads included in the Federal-aid primary system; secondary Federal aid is available for expenditure on projects located on the Federal-aid secondary system; urban Federal aid is available for expenditure on projects located in urban areas on the Federal-aid primary system or on approved extensions of the Federal-aid secondary system; and interstate Federal aid may be used on projects located on the National System of Interstate and Defense Highways. Projects located on these systems and approved by the Federal Government

TABLE 10.—PERCENTAGE OF THE TOTAL STATE MOTOR VEHICLE LICENSE FEES PAID BY RESIDENTS OF EACH COUNTY IN 1962.

County	Per Cent of Fees Collected		County	Per Cent of Fees Collected	
	In All Counties	In Down-State Counties[1]		In All Counties	In Down-State Counties[1]
Adams	.834	1.461	Lee	.450	.788
Alexander	.139	.244	Livingston	.591	1.036
Bond	.201	.352	Logan	.400	.701
Boone	.253	.444	Macon	1.303	2.284
Brown	.093	.163	Macoupin	.527	.923
Bureau	.542	.949	Madison	2.246	3.936
Calhoun	.073	.128	Marion	.521	.912
Carroll	.248	.434	Marshall	.193	.338
Cass	.209	.366	Mason	.240	.420
Champaign	1.228	2.152	Massac	.205	.360
Christian	.504	.882	McDonough	.377	.661
Clark	.229	.400	McHenry	1.058	1.853
Clay	.254	.445	McLean	.984	1.724
Clinton	.326	.571	Menard	.142	.248
Coles	.597	1.046	Mercer	.217	.380
Cook	42.930	----------	Monroe	.189	.332
Crawford	.295	.517	Montgomery	.443	.776
Cumberland	.115	.202	Morgan	.452	.792
DeKalb	.661	1.157	Moultrie	.174	.305
DeWitt	.231	.405	Ogle	.519	.910
Douglas	.265	.464	Peoria	2.172	3.806
DuPage	2.792	4.893	Perry	.240	.420
Edgar	.316	.554	Piatt	.207	.363
Edwards	.134	.234	Pike	.286	.501
Effingham	.291	.510	Pope	.041	.073
Fayette	.282	.495	Pulaski	.079	.138
Ford	.272	.476	Putnam	.075	.132
Franklin	.411	.721	Randolph	.324	.568
Fulton	.578	1.013	Richland	.229	.402
Gallatin	.096	.168	Rock Island	1.759	3.082
Greene	.235	.411	Saline	.305	.534
Grundy	.307	.538	Sangamon	1.592	2.790
Hamilton	.119	.208	Schuyler	.119	.209
Hancock	.355	.623	Scott	.098	.172
Hardin	.077	.134	Shelby	.311	.545
Henderson	.118	.207	Stark	.130	.227
Henry	.660	1.157	St. Clair	2.431	4.260
Iroquois	.512	.897	Stephenson	.513	.898
Jackson	.397	.695	Tazewell	1.289	2.258
Jasper	.163	.285	Union	.215	.376
Jefferson	.427	.749	Vermilion	1.119	1.961
Jersey	.187	.328	Wabash	.187	.327
JoDaviess	.217	.380	Warren	.278	.488
Johnson	.090	.158	Washington	.184	.323
Kane	2.174	3.811	Wayne	.279	.487
Kankakee	1.057	1.853	White	.294	.515
Kendall	.249	.437	Whiteside	.742	1.301
Knox	.820	1.437	Will	2.112	3.701
Lake	2.616	4.583	Williamson	.511	.896
LaSalle	1.632	2.860	Winnebago	2.249	3.940
Lawrence	.228	.400	Woodford	.360	.631
			Total	100.000	100.000

[1] The 12 per cent of motor fuel tax which is allotted down-State counties is allocated to each county on the basis of the State license fees collected in that county in comparison with those collected in all down-State counties during the previous year. The percentages indicate the approximate share of allotments for each down-State county in 1963.

TABLE 11.—STATUS OF FEDERAL-AID FUNDS, DECEMBER 31, 1962.

For Year Ending June 30[1]	Allotment	Work Completed and Reimbursement Received[2]	Obligated by Contract or Agreement but not Completed[3]	Programed	Unobligated
FEDERAL-AID PRIMARY					
1959	$ 15,191,611.00	$15,191,611.00			
1959[5]	3,038,322.00	3,038,322.00			
1959[10]	11,989,762.88	11,989,762.88			
1960	15,469,427.00	15,469,427.00			
1961[11]	13,514,886.00	9,648,839.23	$ 3,866,046.77		
1961[7]	3,103,237.00	—	3,103,237.00		
1962	13,618,918.75		13,453,115.69	$165,803.06	
1963	15,425,095.00		14,941,921.22	317,370.72	$ 165,803.06
1964	15,968,454.00				15,968,454.00
Totals	$107,319,713.63	$55,337,962.11	$35,364,320.68	$483,173.78	$16,134,257.06
FEDERAL-AID URBAN					
1956	$ 12,098,383.00	$12,098,383.00			
1957	10,696,428.00	10,696,428.00			
1957	2,198,233.00	2,198,233.00			
1958[4]	11,970,829.00	11,970,829.00			
1959[5]	12,272,368.00	12,272,368.00			
1959[10]	756,446.35	756,446.35			
1960	15,748,139.00	15,748,139.00			
1961[6]	12,872,016.00	145,015.29	$12,727,000.71		
1962[9]	14,721,935.90		14,721,935.90		
1963	14,849,013.00		14,849,013.00		
1964	15,229,044.00		6,209,661.78	$1,344,686.00	$7,674,696.22
Totals	$123,412,835.25	$65,885,841.64	$48,507,611.39	$1,344,686.00	$7,674,696.22
FEDERAL-AID INTERSTATE					
1954 (50 per cent participation)	$ 963,234.00	$ 963,234.00			
1955 (50 per cent participation)	970,391.00	970,391.00			
1956 (60 per cent participation)	8,105,625.00	8,105,625.00			
1957 (60 per cent participation)	8,116,903.00	8,116,903.00			
1957	47,148,832.00	47,148,832.00			
1958	80,153,014.00	80,153,014.00			
1959	93,684,148.00	93,684,148.00			
1959 (90 per cent participation)	9,415,493.00	9,415,493.00			
1960	127,559,000.00	123,891,818.42	$ 3,667,181.58		
1961	91,380,960.00		91,380,960.00		
1962	111,053,250.00		111,053,250.00		
1963	124,851,600.00		124,851,600.00		
1964	135,255,900.00		11,841,003.41	$15,583,968.00	$107,830,928.59
Totals	$838,658,350.00	$372,449,458.42	$342,793,994.99	$15,583,968.00	$107,830,928.59
FEDERAL-AID SECONDARY					
1958	$ 8,087,214.00	$ 8,087,214.00			
1959	8,247,143.00	8,247,143.00			
1959[10]	5,056,837.77	5,056,837.77			
1960	8,378,987.00	8,378,987.00			
1961	8,078,909.00	2,445,491.51	$ 5,633,417.49		
1962	8,299,633.92		8,299,633.92		
1963	8,496,860.00		8,496,860.00		
1964	8,750,018.00		253,402.88	$155,750.00	$8,340,865.12
Totals	$63,395,602.69	$32,215,673.28	$22,683,314.29	$155,750.00	$8,340,865.12
FOREST HIGHWAYS					
1960	$ 37,062.00	$37,062.00			
1961	36,650.00	8,078.00	$28,572.00		
1962	36,407.00		36,407.00		
1963	36,368.00		16,783.65		$19,584.35
1964	34,230.00				34,230.00
Totals	$180,717.00	$45,140.00	$81,762.65		$53,814.35

TABLE 11.—Concluded.

[1] All Federal allocations for previous fiscal years were completed and accepted by the Federal Bureau of Public Roads prior to December 31, 1960.

[2] Refers to reimbursements received from Federal Bureau of Public Roads.

[3] Based on contract prices plus 5 to 10 per cent for contingencies. Includes funds allocated to right-of-way acquisition and to highway planning and research projects.

[4] 1958 allotment was $14,947,982.00 of which $2,977,153.00 was transferred to primary.

[5] Transferred from 1959 urban allotment.

[6] 1959 allotment was $15,310,690.00 of which $3,038,322.00 was transferred to primary.

[7] Transferred from 1961 funds on April 28, 1960.

[8] 1961 allotment was $15,975,253.00 of which $3,103,237.00 was transferred to primary on April 28, 1960.

[9] 1962 allotment was $14,845,085.00 of which $123,149.10 was deducted and applied against the "L" fund allotment.

[10] In the 1958 Federal-aid Highway Act additional Federal-aid funds were appropriated for the year ending June 30, 1959. Funds apportioned to Illinois for primary, urban, and secondary work were called "D" funds. Since these funds were an antirecession measure, they had to be obligated on December 1, 1958, and completed by December 1, 1959. Consequently their use was permitted on any system. The following tabulation shows the allocation of "D" funds to Illinois and their application:

	Allocation	Application
FAP	$ 6,979,635	$ 11,989,763
FAU	7,034,344	756,446
FAS	3,789,068	5,056,838
Total	$ 17,803,047	$ 17,803,047

[11] Net allocation after loans and advances.

are financed in equal shares from State and Federal funds with certain exceptions. Projects using the interstate allotment were changed from 50 per cent Federal participation to 60 per cent Federal participation starting with projects financed with funds made available by the Federal-Aid Highway Act of 1954, and further increased from 60 per cent Federal participation to 90 per cent Federal participation starting with projects financed with funds made available by the Federal-Aid Highway Act of 1956. On Federal-aid secondary projects, the State's share is partially financed by the county in which the project is located. However, the postwar Federal highway acts provide that 10 per cent of the total allotments for postwar construction may be used for elimination of hazards at railroad crossings, and Federal funds used for this purpose are either 100 per cent grants or are matched by 10 per cent State funds in some instances.

As an antirecession measure, Congress approved an additional apportionment of Federal-aid funds to the various states in 1958 in which the Federal participation was 66 2/3 per cent. These funds, which were identified as "D" funds, could be used on any of the Federal systems without limitation as to amount on any one system, but could be claimed only on specific projects which were programed against these funds. All of these projects had to be completed by December 1, 1959 to be eligible for this type of Federal aid.

In addition to the "D" fund apportionment, provision was made for the states to borrow two-thirds of the required matching funds on "D" projects. The total funds advanced under this provision were to be deducted in equal amounts from the 1960 and 1961 Federal-aid apportionments.

(d) *General Revenue for Highway Purposes.*—No General Revenue Fund appropriations were available for State highway work during 1962.

(e) *Miscellaneous Collections.*—The $12,386,471.19 collected from miscellaneous sources is itemized in Table 7. Of this amount $12,223,553.41 was deposited in the Road Fund, $12,843.02 was deposited in the counties Motor Fuel Tax Fund, $150,000.00 was deposited in the cities Motor Fuel Tax Fund, and $74.76 was deposited in the Grade Crossing Protection Fund.

4. STATE AIDS.—(a) *Motor Fuel Tax Funds.*—The State collects the motor fuel tax and apportions a part to the counties, municipalities, and townships. These funds remain in the State Treasury but are credited to the account of each unit of government as they accrue. When a highway or street project is approved by the Division of Highways, the amount needed, or so much as is available in the respective account of the unit of government involved, is disbursed from that unit's funds. Tables 4, 5, and 6 show the balances, allotments, and the amounts disbursed to counties, municipalities, and townships in 1962.

(b) *Other State Aids.*—Occasionally when State highway construction is financed jointly between local governments and the State, the State pays for construction or right-of-way needed and is reimbursed by the county or city involved. The amount outstanding at the beginning of the year, the amount advanced by the State, that repaid to the State in 1962, and the unpaid balance is given in the following tabulation.

Item	Counties	Cities	Total
Unpaid balances, January 1, 1962	$ 148,181.30	$1,602,512.03	$1,750,693.33
Expenditures during 1962 for construction and right-of-way to be repaid by counties and cities	2,386,786.52	2,161,733.13	4,548,519.65
	$2,534,967.82	$3,764,245.16	$6,299,212.98
Repayments during 1962	2,028,603.57	2,124,787.37	4,153,390.94
Unpaid balances, December 31, 1962	$ 506,364.25	$1,639,457.79	$2,145,822.04

5. BOND ISSUES.—Several bond issues are redeemed from motor-user taxes.

(a) *State Highway Bonds.*—The $60,000,000 highway bond issue (enacted on June 22, 1917 and approved by referendum vote of the people on November 4, 1918) and the $100,000,000 highway bond issue (enacted on June 29, 1923 and approved by referendum vote of the people on November 4, 1924) are retired from Road Fund revenues. Sales of these bonds occurred in the period 1921 to 1932.

The last of the $60,000,000 highway bond issue was retired in 1953. In May of 1959 the last of the $100,000,000 had matured and during 1962 $1,000 was retired with $30,000 yet to be submitted for payment.

(b) *The Relief Bonds.*—An issue of $20,000,000 authorized in 1932 and another for $30,000,000 authorized in 1934 were retired from allotments of motor fuel tax to counties and municipalities. The last of the $20,000,000 relief bond issue was retired in 1950, and the final payment on the $30,000,000 relief bond issue was made in 1955.

(c) *Expressway Bond Issue.*—Legislation in 1955 authorized counties having a population of 500,000 or more (Cook County) to issue bonds without a referendum vote of the people in the amount of $245,000,000 for the construction of expressways. The redemption of the bonds was provided for either by a Cook County property tax levy or by State appropriations. The law also provided for establishing an Expressway Bond and Interest Sinking Fund account for deposit of funds made available for retirement of bonds and interest.

TABLE 12.—RECEIPTS, EXPENDITURES, AND BALANCES—ALL HIGHWAY FUNDS 1962.[1]

Account	Total All Funds	Road Fund: Division of Highways	Road Fund: Other State Departments	Road Fund: Counties	Road Fund: Total	Motor Fuel Tax Fund: Division of Highways	Motor Fuel Tax Fund: Other State Departments	Motor Fuel Tax Fund: Counties	Motor Fuel Tax Fund: Cities	Motor Fuel Tax Fund: Townships and Road Districts	Motor Fuel Tax Fund: Total	Grade Crossing Protection Fund
Balance in Funds January 1, 1962 (Includes temporary transfer to General Revenue Fund[2])	$110,484,094 11	$ 20,877,410.68	$ 37,900.00		$ 20,915,370.68	$ 1,483,646.72	$ 225.00	$29,075,537.52	$41,132,003.68	$16,581,741.62	$ 88,273,153.89	$1,295,569.54
Add: Receipts—1962												
Registration fees	$110,755,846.75	$ 86,201,952.47	$24,553,894 28		$110,755,846.75							
Federal aids and grants	162,916,652.73	162,916,652.73			162,916,652.73							
Refunds from counties for Federal secondary construction	5,173,932 07	5,173,932 07			5,173,932.07							
Miscellaneous collections	6,464,379 44	6,301,461.66			6,301,461.66							
Motor fuel tax revenues	166,906,976 79	52,452,213 22			52,452,213 22	$1,523,515 46	$14,929,086 52	$ 12,843 02 34,465,380 27	$ 150,000 00 47,951,833 37	$14,984,947 95	$ 162,843 02 113,854,763 57	$ 74 76 600,000 00
General Revenue Fund revenues												
Trust Fund advance from Federal Government												
Trust Fund reimbursements by State												
Fines and penalties	748,159 68	748,159 68			748,159 68							
Total receipts—1962	$452,965,947 46	$313,794,371 83	$24,553,894 28		$338,348,266 11	$1,523,515.46	$14,929,086 52	$34,478,223 29	$48,101,833.37	$14,984,947.95	$114,017,606.59	$ 600,074.76
Total revenues available—1962	$563,450,041.57	$334,671,782 51	$24,591,854 28		$359,263,636.79	$3,007,162.18	$14,929,311.52	$63,553,760.81	$89,233,836.40	$31,566,689.57	$202,290,760.48	$1,895,644.30
Deduct—Expenditures—1962												
DIVISION OF HIGHWAYS:												
Construction of Highways:												
1. Construction	$184,748,261.10	$184,748,261 10			$184,748,261.10							
2. Additions and betterments—SBI and FA routes	2,062,440 90	2,062,440 90			2,062,440.90							
3. Additions and betterments—Erection of traffic signals												
4. Additions and betterments No-passing zones												
5. Construction through municipalities—Special appropriations												
6. City highway and beltline construction												
7. Construction of large bridges—Special appropriations	881 22	881 22			881 22							
8. State-aid construction												
9. State-aid reconstruction	22,191 52	22,191 52			22,191.52							
10. Miscellaneous construction—Special appropriations	1,071,783 14	443,222 04			443,222 04							$ 628,561.10
10a. Payments to Cook County for expressway construction	1,039,895.59	1,039,895 59			1,039,895.59							
10b. Payments to City of Chicago for expressway construction	33,692,338 43	33,692,338.43			33,692,338.43							
10c. Trust Fund reimbursements by State												
10d. Payments to St. Clair County—Access Roads												
10e. Bond service—Cook County expressway bonds												
Total construction	$222,637,791.90	$222,009,230 80			$222,009,230.80							$628,561.10
Construction of Highway Buildings, Including Land:												
11. Construction of buildings and improvements	$ 1,890,781.75	$ 1,890,781.75			$ 1,890,781.75							
11a. Construction of weighing stations (including mobile units)	7,221.77	7,221 77			7,221.77							
Total construction of buildings	$ 1,898,003.52	$ 1,898,003.52			$ 1,898,003.52							
Overhead Costs:												
12. Administration, engineering, testing and equipment	[3]$ 24,160,197.53	$ 24,160,197.53			$ 24,160,197.53							
13. Administration expense—Motor Fuel Tax Law	1,528,410.89					$1,528,410 89					$ 1,528,410 89	
14. Compensation for damages to private property												
15. Mechanical, engineering, and testing services to other State departments												
16. Statewide highway planning survey	2,706,281 87	2,706,281 87			2,706,281.87							
16a. Administering Safety Responsibility Law	379,974 73	379,974 73			379,974.73							
16b. Transportation study of Chicago metropolitan area												
Total overhead	$ 28,774,865.02	$ 27,246,454.13			$ 27,246,454 13	$1,528,410.89					$ 1,528,410 89	
Maintenance Costs:												
17. Maintenance of State highways	$ 36,677,012 59	$ 36,677,012 59			$ 36,677,012 59							
18. Maintenance of city highways and beltlines	586,479.91	586,479.91			586,479.91							
19. Highway traffic control	5,183,765.30	5,183,765.30			5,183,765.30							
20. Maintenance and operation of garages												
Total maintenance	$ 42,447,257 80	$ 42,447,257 80			$ 42,447,257 80							
Policing Costs:												
21. Policing of highways (traffic control												
22. Construction, maintenance and operation of police radio stations												
Total policing												
Highway Debt Service:												
23. Principal payments on State highway bonds—$60M and $100M	$ 1,000 00		$ 1,000 00		$ 1,000 00							
24. Interest payments on State highway bonds—$60M and $100M												
24a. Repayment to Federal Government												
Total debt service	$ 1,000.00		$ 1,000.00		$ 1,000.00							
Total highway expenditures—Division of Highways	$295,758,918 24	$293,600,946.25	$1,000 00		$293,601,946.25	$1,528,410.89					$1,528,410.89	$628,561.10
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)												
25. Refunds to counties—State Bond Issue												
26. Refunds to counties—Sec. 15d of Road and Bridge Laws												
27. Refunds to municipalities												
28. Motor fuel tax allotments paid to counties	$ 32,251,467 41							$32,251,467 41			$ 32,251,467 41	
29. Motor fuel tax allotments paid to municipalities	43,824,440 41								$43,824,440.41		43,824,440.41	
29a. Flood damage repair funds paid to local units												
29b. Advance to counties for right-of-way purchased—Construction	2,386,786.52	$ 2,386,786.52			$ 2,386,786 52							
29c. Advanced to municipalities to facilitate construction	2,161,733.13	2,161,733.13			2,161,733 13							
29d. Funds paid to counties for construction of secondary and feeder roads												
29e. Motor fuel tax allotments paid to counties for townships and road districts	14,574,471.16									$14,574,471.16	14,574,471.16	
Total disbursements to counties, townships, and municipalities	$ 95,198,898.63	$ 4,548,519.65			$ 4,548,519.65			$32,251,467.41	$43,824,440.41	$14,574,471.16	$ 90,650,378.98	
OTHER STATE DEPARTMENTS:												
30. Operation of State Automobile Department—Secretary of State	$ 6,190,657.66		$ 6,190,657.66		$ 6,190,657 66							
31. Operators' License Department—Secretary of State	5,212,168.14		5,212,168 14		5,212,168 14							
32. Administration of Motor Fuel Tax Law—Department of Revenue	401,263 75						$ 401,263 75				$ 401,263 75	
33. Refunds on nontaxable motor fuel—Department of Revenue	14,527,822.77						14,527,822.77				14,527,822.77	
34. Administration of compensation for damages—Department of Finance												
35. Employees' compensation—Auditor of Public Accounts and Dept. of Finance	172,758.55		172,758.55		172,758.55							
36. Treatment expense of injured employees—Department of Finance	123,333 92		123,333 92		123,333.92							
37. Printing and Postage—Department of Finance and Department of Revenue												
38. Policing of highways—Department of Public Safety	12,095,897 38		12,095,897 38		12,095,897 38							
38a. Court of Claims Awards—Auditor of Public Accounts												
38b. Operation of The Illinois State Toll Highway Commission												
38c. Architectural services—Division of Architecture and Engineering	198,817 62		198,817 62		198,817.62							
38d. Operation of Safety Responsibility Department—Secretary of State	426,632 10		426,632.10		426,632.10							
38e. Land and Office Building—Cook Co.—Secretary of State	40,739 37		40,739.37		40,739.37							
38f. Administration of Motor Vehicle Law—Secretary of State	51,578.77		51,578 77		51,578.77							
38g. Addition to Centennial Building—Springfield—Secretary of State	41,310.77		41,310.77		41,310.77							
Total expenditures—other State departments	$ 39,482,980 80		$24,553,894.28		$ 24,553,894.28		$14,929,086 52				$ 14,929,086 52	
DIVERSIONS:												
39. Allotments paid to City of Chicago for school purposes												
40. Allotments paid to State Common School Fund												
41. Principal and interest on $20,000,000 Relief Bond Issue												
42. Principal and interest on $20,000,000 Relief Bond Issue												
Total diversions												
Grand total expenditures	$430,440,797 67	$298,149,465 90	$24,554,894 28		$322,704,360 18	$1,528,410.89	$14,929,086 52	$32,251,467.41	$43,824,440.41	$14,574,471 16	$107,107,876 39	$ 628,561 10
Balance in Funds December 31, 1962	$133,009,243 90	$ 36,522,316 61	$ 36,960 00		$ 36,559,276.61	$1,478,751.29	$ 225.00	$31,302,293 40	$45,409,395 99	$16,992,218.41	$ 95,182,884 09	$1,267,083 20
Less temporary transfers to General Revenue Fund[4]								$ 5,000,000 00	$ 9,500,000 00	$ 2,500,000.00	$ 17,000,000 00	
Available Balance in Funds December 31, 1962								$26,302,203.40	$35,909,395.99	$14,492,218.41	$ 78,182,884 09	

[1] The transactions of the State Garage Revolving Fund are not included in this table. They are: opening balance $329,435.62, receipts $2,369,824.95, expenditures $2,380,300.79, and closing balance [illegible].

[2] Includes $2,628,157.95 in consultant engineering fees paid from highway construction appropriations.

[4] House Bill 1653 passed by the 72nd General Assembly authorized a temporary loan not to exceed $34,000,000 by transfer from the motor fuel tax accounts of local governments to the State General Revenue Fund. A total of $17,000,000 was transferred in October 1961.

TABLE 13.—SUMMARY OF EXPENDITURES BY FUNDS FOR THE CALENDAR YEARS 1913-1962.
(EXCLUSIVE OF STATE GARAGE REVOLVING FUND)

Accounts	Total	Road Fund	State Bond Road Fund	General Revenue Fund	Motor Fuel Tax Fund	Trust Fund	Grade Crossing Protection Fund
DIVISION OF HIGHWAYS:							
Construction of Highways:							
1. Construction	$2,149,375,669.07	$1,752,515,158.14	$142,887,084.16	$ 562,255.90	$248,741,445.41	$4,669,725.46	
2. Additions and betterments—SBI and FA routes	12,487,032.95	11,895,067.62	353,012.70		238,952.63		
3. Additions and betterments—Erection of traffic signals	318,692.25	318,692.25					
4. Additions and betterments—No-passing zones	62,360.68	62,360.68					
5. Construction through municipalities—Special appropriations	1,170,422.62	1,170,422.62					
6. City highway and beltline construction	19,654,780.49	8,302,417.60			11,352,362.89		
7. Construction of large bridges—Special appropriations	1,388,401.26	663,714.45		724,686.81			
8. State-aid construction	4,110,679.42	4,110,679.42					
9. State-aid reconstruction	1,738,721.69	1,738,721.69					
10. Miscellaneous construction—Special appropriations	4,004,994.24	667,903.32		1,303,343.04			$2,033,747.88
10a. Payments to Cook County for expressway construction	40,354,907.64	40,354,907.64					
10b. Payments to City of Chicago for expressway construction	106,347,052.64	106,347,052.64					
10c. Trust Fund reimbursement by State	586,173.10	586,173.10					
10d. Payments to St. Clair County—Access Roads	119,033.07	119,033.07					
10e. Bond service—Cook County expressway bonds	74,671,949.33	74,671,949.33					
Total construction	$2,416,390,870.45	$2,003,524,253.57	$143,240,096.86	$2,590,285.75	$260,332,760.93	$4,669,725.46	$2,033,747.88
Construction of Highway Buildings, including Land:							
11. Construction of buildings and improvements	$18,701,944.10	$18,701,944.10					
11a. Construction of weighing stations (including mobile units)	1,299,591.87	1,299,591.87					
Total construction of buildings	$20,001,535.97	$20,001,535.97					
Overhead Costs:							
12. Administration, engineering, testing and equipment	$260,107,100.28	$247,959,121.96	$11,208,711.74	$ 939,266.58			
13. Administration expense—Motor Fuel Tax Law	19,399,382.59				$19,399,382.59		
14. Compensation for damages to private property	8,483.75	8,483.75					
15. Mechanical, engineering, and testing services to other State departments	18,294.14			18,294.14			
16. Statewide highway planning survey	20,154,211.49	20,154,211.49					
16a. Administering safety responsibility law	5,229,400.96	2,141,568.10		3,087,832.86			
16b. Transportation study of Chicago metropolitan area	2,505,049.98	2,505,049.98					
Total overhead	$307,421,923.19	$272,768,435.28	$11,208,711.74	$4,045,393.58	$19,399,382.59		
Maintenance Costs:							
17. Maintenance of State highways	$450,939,434.06	$450,925,114.37		$14,319.69			
18. Maintenance of city highways and beltlines	14,654,453.19	7,219,684.31			$7,434,768.88		
19. Highway traffic control and safety	46,211,566.36	46,211,566.36					
20. Maintenance and operation of garages	14,283,048.90	3,109,199.15			1,173,849.75		
Total maintenance	$516,088,502.51	$507,465,564.19		$14,319.69	$8,608,618.63		
Policing Costs:							
21. Policing of highways	$14,089,773.28	$14,089,773.28					
22. Construction, maintenance and operation of police radio stations	1,183,980.79	1,183,980.79					
Total policing	$15,273,754.07	$15,273,754.07					

Highway Debt Service:							
23. Principal payments on State highway bonds—$60M & $100M	$159,970,000.00	$159,970,000.00					
24. Interest payments on State highway bonds—$60M & $100M	129,576,420.00	129,576,420.00					
24a. Repayment to Federal Government	1,000,000.00					$1,000,000.00	
Total debt service	$290,546,420.00	$289,546,420.00				$1,000,000.00	
Total expenditures—Division of Highways	$3,565,723,006.19	$3,108,579,963.08	$154,448,808.60	$6,649,999.02	$288,340,762.15	$5,669,725.46	$2,033,747.88
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)							
25. Refunds to counties—State Bond Issue	$ 16,106,858.76	$ 14,855,855.12	$1,251,003.64				
26. Refunds to counties—Sec. 15d of Road and Bridge Laws	24,673,808.17	24,673,808.17					
27. Refunds to municipalities	760,508.93	716,730.49		$ 43,778.44			
28. Motor fuel tax allotments paid to counties	531,172,373.57	3,374,795.01			$527,797,578.56		
29. Motor fuel tax allotments paid to municipalities	605,370,151.46				605,370,151.46		
29a. Flood damage repair funds paid to local units	789,973.50			789,973.50			
29b. Advanced to counties for right-of-way purchases and construction	6,427,282.68	6,057,186.92			370,095.76		
29c. Advanced to municipalities to facilitate construction work	18,813,836.16	18,305,395.46			508,440.70		
29d. Funds paid to counties for construction of secondary and feeder roads	29,616,643.57			29,616,643.57			
29e. Motor fuel tax allotments paid to counties for townships and road districts	124,847,446.01				124,847,446.01		
Total disbursements to counties, townships, and municipalities	$1,358,578,882.81	$67,983,771.17	$1,251,003.64	$30,450,395.51	$1,258,893,712.49		
OTHER STATE DEPARTMENTS:							
30. Operation of State Automobile Department—Secretary of State	$ 79,263,330.20	$ 79,263,330.20					
31. Operators' License Department—Secretary of State	43,023,576.19	43,023,576.19					
32. Administration of Motor Fuel Tax Law—Dept. of Revenue	7,745,852.08				$ 7,745,852.08		
33. Refunds on nontaxable motor fuel—Dept. of Revenue	254,087,409.70	183,551.18			253,903,858.52		
34. Administration of compensation for damages—Dept. of Finance	667.00	667.00					
35. Employees' compensation—Auditor of Public Accounts	1,586,276.98	1,586,276.98					
36. Treatment expense of injured employees—Dept. of Finance	1,201,038.18	1,201,038.18					
37. Highway printing and postage—Dept. of Finance and Dept. of Revenue	1,090,438.22	977,025.48			113,412.74		
38. Policing of highways—Dept. of Public Safety	113,903,658.52	113,903,658.52					
38a. Court of Claims—Auditor of Public Accounts	166,566.38	166,566.38					
38b. Operation of the Illinois State Toll Highway Commission	483,510.97	483,510.97					
38c. Architectural Services—Division of Architecture and Engineering	1,808,104.05	1,808,104.05					
38d. Operation of Safety Responsibility Department—Secretary of State	2,025,121.82	2,025,121.82					
38e. Land and Office Bldg.—Cook County—Secretary of State	3,993,979.65	3,993,979.65					
38f. Administration of Motor Vehicle Law—Secretary of State	335,490.37	335,490.37					
38g. Addition to Centennial Bldg.—Springfield—Secretary of State	41,310.77	41,310.77					
Total expenditures—other State departments	$510,756,331.08	$248,993,207.74			$261,763,123.34		
DIVERSIONS:							
39. Allotments paid to City of Chicago for school purposes	$15,644,228.60				$15,644,228.60		
40. Allotments paid to State Common School Fund	6,654,256.46				6,654,256.46		
41. Principal and interest on $20,000,000 Relief Bond Issue	26,217,795.00				26,217,795.00		
42. Principal and interest on $30,000,000 Relief Bond Issue	40,764,831.00				40,764,831.00		
43. Emergency relief paid to counties	3,146,363.19				3,146,363.19		
Total diversions	$92,427,474.25				$92,427,474.25		
Grand total expenditures	$5,527,485,694.33	$3,425,556,941.99	$155,699,812.24	$37,100,394.53	$1,901,425,072.23	$5,669,725.46	$2,033,747.88

[1] Includes $250,000.00 transferred from the Road Fund to the Garage Revolving Fund for the purchase of garage equipment.

Under this authorization Cook County has issued bonds as follows:

Series	Amount	Date of Issue	Interest Rate
A	$ 40,000,000	Oct. 1, 1955	2⅝
B	10,000,000	Oct. 1, 1957	3⅞
C	25,000,000	June 1, 1958	2¾
D	25,000,000	Dec. 1, 1958	3⅜
E	25,000,000	Nov. 1, 1959	4
F	25,000,000	May 1, 1960	3½
G	25,000,000	Dec. 1, 1960	3¼
H	25,000,000	Oct. 1, 1961	3½
I	25,000,000	May 1, 1962	2⅞
	$225,000,000		

Since the purpose of the expressway bonds is to construct State highways in Cook County, the State has paid $74,671,949.33 into the Cook County Expressway Bond and Interest Sinking Fund account since 1956 for service of this bond issue.

Since the amount advanced by the State in 1961 was sufficient for the 1961 and 1962 year, no advance by the State in 1962 was needed.

The following tabulation shows the levy schedule and the amount of principal and interest due annually on the $225,000,000 expressway bonds issued by the end of 1962.

Levy Schedule			Payment Schedule		
Principal	Interest	Year	Principal Due Each Year	Interest Due Each Year	Total Bond Service Each Year
$ 2,000,000	$ 2,047,500.00	1955			
2,000,000	945,000.00	1956	$ 2,000,000	$ 1,050,000.00	$ 3,050,000.00
2,500,000	1,280,000.00	1957	2,000,000	997,500.00	2,997,500.00
8,250,000	3,664,479.17	1958	2,500,000	1,332,500.00	3,832,500.00
10,750,000	3,991,783.33	1959	7,000,000	3,021,041.67	10,021,041.67
14,250,000	5,178,450.00	1960	9,500,000	3,663,958.33	13,163,958.33
14,500,000	5,604,700.00	1961	13,000,000	5,350,625.00	18,350,625.00
16,000,000	6,109,700.00	1962	14,000,000	5,356,875.00	19,356,875.00
14,500,000	4,902,825.00	1963	15,000,000	5,954,375.00	20,954,375.00
14,500,000	4,421,575.00	1964	14,500,000	5,100,000.00	19,600,000.00
15,500,000	3,940,325.00	1965	14,500,000	4,618,750.00	19,118,750.00
17,500,000	3,409,075.00	1966	15,500,000	4,137,500.00	19,637,500.00
16,250,000	2,831,575.00	1967	16,500,000	3,623,750.00	20,123,750.00
13,750,000	2,296,250.00	1968	17,500,000	3,060,625.00	20,560,625.00
11,250,000	1,853,125.00	1969	15,000,000	2,483,125.00	17,483,125.00
10,000,000	1,503,750.00	1970	12,500,000	1,990,000.00	14,490,000.00
10,000,000	1,198,125.00	1971	10,000,000	1,640,625.00	11,640,625.00
10,000,000	892,500.00	1972	10,000,000	1,335,000.00	11,335,000.00
8,500,000	607,500.00	1973	10,000,000	1,029,375.00	11,029,375.00
8,500,000	343,125.00	1974	8,500,000	723,750.00	9,223,750.00
4,000,000	131,250.00	1975	8,500,000	459,375.00	8,959,375.00
500,000	19,375.00	1976	4,500,000	195,000.00	4,695,000.00
		1977	2,500,000	48,125.00	2,548,125.00
$225,000,000	$57,171,987.50		$225,000,000	$57,171,875.00	$282,171,875.00

The amounts retired and the amounts outstanding in the five issues are summarized below:

Bond Issue	Amount Issued	Amount Retired to 12-31-61	Amount Retired During 1962	Bonds Outstanding at 12-31-62
Highways	$ 60,000,000	$ 60,000,000		
Highways	100,000,000	99,969,000	$ 1,000	$ 30,000
Highways total	$160,000,000	$159,969,000	$ 1,000	$ 30,000
Emergency Relief	$ 20,000,000	$ 20,000,000		
Emergency Relief	30,000,000	30,000,000		
Total Relief	$50,000,000	$ 50,000,000		
Cook County expressways	$225,000,000	$ 36,000,000	$14,000,000	$175,000,000

III. RIGHT-OF-WAY

1. GENERAL.—The Bureau of Right-of-way has the responsibility of supervising the expenditure of funds for right-of-way required in connection with the improvement of the State highway system. Assistance and advice are provided for the district engineers of each of the ten districts in matters relative to the acquisition of right-of-way by purchase or condemnation. The actual negotiations with the property owners are carried out by the district right-of-way engineer, under the direct supervision of the district engineer.

2. RIGHT-OF-WAY ACQUIRED IN 1962.—A total of $24,760,880.87 was expended on the purchase of State highway right-of-way during 1962. Of this amount, $18,773,563.78 was spent by the Division of Highways while the County of Cook expended $3,354,159.27 and the City of Chicago $2,633,157.82. The cost of right-of-way for interstate highways amounted to $15,790,718.33 or 63.8 per cent of the total right-of-way expenditures; that for other Federal-aid primary highways, $8,606,689.64, or 34.7 per cent; for Federal-aid secondary routes, $327,925.30, or 1.3 per cent; and for other primary and secondary State routes, $35,547.60, or 0.2 per cent of the total. These expenditures are summarized by governmental unit acquiring the right-of-way in the following tabulation.

Government Purchasing Right-of-way	Primary System			Federal-aid Secondary	Other State	Total
	Federal aid		State Only			
	Interstate	Primary				
State of Illinois	$ 9,803,401.24	$8,606,689.64	$17,715.70	$327,925.30	$17,831.90	$18,773,563.78
Cook County	3,354,159.27	----------	----------	----------	----------	3,354,159.27
City of Chicago	2,633,157.82	----------	----------	----------	----------	2,633,157.82
Total	$15,790,718.33	$8,606,689.64	$17,715.70	$327,925.30	$17,831.90	$24,760,880.87
Per Cent	63.8	34.7	0.1	1.3	0.1	100.0

The breakdown of the costs for right-of-way and incidental items is analyzed as follows:

System	Expended for		Total
	Right-of-way	Incidental Items	
Interstate Expressways	$ 50,324.99	$ 72,508.18	$ 122,833.17
Other Interstate	8,565,261.34	1,115,306.73	9,680,568.07
Subtotal	$ 8,615,586.33	$1,187,814.91	$9,803,401.24
State Primary and Secondary	8,180,254.95	789,907.59	8,970,162.54
Total	$16,795,841.28	$1,977,722.50	$18,773,563.78

Table 14 summarizes right-of-way programed for Federal reimbursement by district for interstate and other Federal-aid primary highways. State purchases of right-of-way are further analyzed in Table 15. In this table the number of parcels, the acreage, and cost is given by district and system.

TABLE 14.—RIGHT-OF-WAY PURCHASED BY THE DIVISION OF HIGHWAYS DURING 1962 WHICH IS PROGRAMED FOR FEDERAL REIMBURSEMENT.

District	Number of Parcels	Acres	Expenditures	Per Cent Participation	
				Federal	State
Federal-Aid Interstate Highways					
1	175	117.690	$3,350,691.41	90	10
2	97	796.158	907,188.95		
3	56	279.269	593,045.41		
4	80	508.433	717,302.35		
5	72	115.549	696,221.79		
6	18	48.635	350,881.31		
7	34	312.420	238,388.93		
8	145	283.253	1,120,701.34		
9	166	530.427	779,261.68		
10	61	330.314	868,710.05		
Total	904	3,322.148	$9,622,393.22		
Other Federal-Aid Primary Highways					
1	47	30.056	$ 705,493.81	50	50
2	85	288.135	782,328.50		
3					
4	85	20.785	571,043.38		
5	5	.846	46,428.30		
6			1,780.00		
7					
8					
9	1	.010	1,074.90		
10	69	86.627	1,663,740.08		
Total	292	426.459	$3,771,888.97		

TABLE 15.—RIGHT-OF-WAY ACQUIRED BY THE DIVISION OF HIGHWAYS IN 1962.

District	Parcels	Acres	Cost
ON INTERSTATE HIGHWAYS			
1	177	119.847	$3,358,712.51
2	97	796.158	911,250.11
3	63	289.973	715,716.39
4	80	508.433	717,410.68
5	72	115.549	698,347.14
6	18	48.635	351,301.31
7	36	334.720	246,170.83
8	145	283.253	1,129,467.34
9	167	530.502	782,446.18
10	62	330.342	892,578.75
Total	917	3,357.412	$9,803,401.24
ON OTHER STATE PRIMARY AND SECONDARY HIGHWAYS			
1	162	80.951	$2,080,354.71
2	142	327.979	1,033,253.15
3	44	40.132	85,661.88
4	204	253.216	1,025,031.97
5	74	32.902	497,572.44
6	68	124.836	419,077.45
7	124	265.451	255,317.67
8	69	124.066	355,795.98
9	73	90.413	178,473.37
10	138	118.419	3,039,623.92
Total	1,098	1,458.365	$8,970,162.54
ALL RIGHT-OF-WAY ACQUIRED			
1	339	200.798	$ 5,439,067.22
2	239	1,124.137	1,944,503.26
3	107	330.105	801,378.27
4	284	761.649	1,742,442.65
5	146	148.451	1,195,919.58
6	86	173.471	770,378.76
7	160	600.171	501,488.50
8	214	407.319	1,485,263.32
9	240	620.915	960,919.55
10	200	448.761	3,932,202.67
Total	2,015	4,815.777	$18,773,563.78

IV. DESIGN

1. GENERAL.—The general administrative control and supervision of all highway activities relating to location, planning and design of State highways, highway structures, and incidentals; the programing and execution of State and Federal highway projects; the development and preparation of highway standards and specifications; and the preparation of proposals and awarding of State contracts for the Division of Highways are performed by the Bureau of Design.

The duties of the Bureau of Design are accomplished through the Engineer of Design and the Assistant Engineer of Design, the Special Assignments Unit, and four section engineers whose sections are divided into units as follow: (1) The Road Plans and Contracts Section, composed of Road Standards and Specifications Unit, Plan Processing Unit, Proposals and Contracts Unit, and Cost Estimating Unit; (2) The Location and Roadway Planning Section, which contains Geometric Design Unit, Federal Aid Unit, Location and Access Control Unit, Utilities Unit, Landscaping Unit, Roadside Development Unit, and Railroad Crossings Unit; (3) The Bridge and Traffic Structures Section, a composite of Bridge Planning Unit, Bridge Office and Foreign Plans Review Unit, Inventory Ratings and Investigations Unit, Shop Plans and Inspections Unit, Estimating and Special Provisions Unit, and two Bridge Design Units; (4) and The Aerial Surveys Section, a composite of Surveys and Computations Unit, Plotting and Mapping Unit, and Aerial Photography Unit. Through these four sections and through the counterpart of the Bureau in each of the ten district offices, the Bureau of Design performs all phases of State highway design and related field work for the Division. Further details concerning the operation of the Road Plans and Contracts Section and the Bridge and Traffic Structures Section are given on page 26 of the 1951 Annual Report.

2. DESIGN PROGRAM.—The total obligations incurred in 1962 for State highway construction, exclusive of right-of-way and preliminary engineering cost, amounted to $217,106,174.85. Of this total $13,095,292.14 is not accounted for in the detailed tabulation of this report. It includes monies obligated by contract agreements, adjustments made with utility and railroad companies, additions and betterments, roadside developments, adjustments in building work, incidental highway construction and agreements with other agencies, Cook County and the City of Chicago utility and railroad crossing protection projects; highway work incidental to 1962 construction; and contracts carried over from the previous year into the 1962 obligations. The difference between the total obligations incurred and the

obligations stated above amounts to $204,010,882.71. It represents the total contracts awarded by the State, by Cook County, and by the City of Chicago during 1962 for State highway improvements, and is summarized by system and government making the award in the following tabulation:

Highway System	Class of Government							
	State of Illinois		Cook County		City of Chicago		Total	Per Cent of Total
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	
Interstate	$ 84,508,945.98	46.0	$5,387,991.12	95.3	$14,601,415.20	100.0	$104,498,352.30	51.2
Other Primary	72,014,259.63	39.2	264,363.00	0.7			72,278,622.63	35.4
Secondary	26,714,615.67	14.5					26,714,615.67	13.1
Other (Part E)	519,292.11	0.3					519,292.11	0.3
Total	$183,757,113.39	100.0	$5,652,354.12	100.0	$14,601,415.20	100.0	$204,010,882.71	100.0
Per cent of total	90.1		2.8		7.1		100.0	

Of the total highway contracts awarded (excluding Federal-aid secondary road contracts financed with Federal-aid secondary funds) $145,869,232.05 was for regular construction, itemized in Part A of Table 21; $34,088.687.17 was for rehabilitation and widening of State highways and highway structures, itemized in Part B; $1,292,-241.21 was for highway maintenance contracts, itemized in Part C; $2,239,106.39 was for contracts awarded to the State day labor forces on miscellaneous work, itemized in Part D; and $519,292.11 was for miscellaneous improvements, itemized in Part E. Contracts awarded on the Federal-aid secondary road system financed with Federal-aid secondary and matching State or State and County funds, amounting to $20,002,323.78, are not shown in Table 21 of this section, but are itemized in Table 55, of Local Roads and Streets.

Ten highway contract lettings were held by the State during 1962 at which a total of 837 individual contracts were submitted for bids, 755 were advertised and awarded, 64 were advertised and rejected of which 55 were readvertised and awarded, 3 remained pending and 6 were readvertised of which 2 were awarded and 4 remained pending, 6 contracts were withdrawn of which 2 were not advertised and remained pending and 4 were readvertised and awarded, 1 contract was rejected and awarded to the State day labor section, 1 receiving no bids was readvertised and awarded, and 10 contracts advertised remained pending, making a total of 818 individual contracts awarded and 19 contracts pending at the end of the year. The number of contracts advertised and readvertised during the year totals 910 on which 3,763 bids were submitted averaging 4.14 bidders per contract. An additional 179 contracts were awarded comprising 2 pending from 1961, 130 awarded to the State day labor section of the Bureau of Maintenance, 2 awarded to county day labor forces, 16 awarded by Cook County, 9 awarded by City of Chicago, and 20 railroad grade crossing protective installations or other crossing improvements were awarded to their respective railroad companies,

making a total of 997 contracts for State highway improvements placed under construction by the State, by Cook County and by the City of Chicago during 1962.

3. INTERSTATE HIGHWAY CONTRACTS.—The contracts awarded for constructing and improving interstate highways by the State, by Cook County, and by the City of Chicago during 1962 provided for the following:

SURFACING:		
1.32	miles portland cement concrete pavement, divided 8-lane	$ 2,595,752.45
74.51	miles portland cement concrete pavement, divided 4-lane	42,329,531.24
3.89	miles portland cement concrete pavement, 2-lane	1,786,753.56
4.01	miles portland cement concrete base course	1,048,533.05
1.24	miles bituminous surfacing and rigid-type base	49,080.21
1.42	miles bituminous surfacing and flexible base	527,695.83
7.19	miles bituminous surface treatment and flexible base	877,675.33
2.64	miles colorphalt surfacing	44,280.00
45.06	miles bituminous treatment on existing bituminous surface	352,775.02
3.80	miles gravel or crushed-stone surfacing	537,839.24
	Total surfacing	$50,149,915.93
GRADING:		
3.42	miles roadway construction	$ 1,363,797.33
	Drainage correction	51,994.80
	Total grading	$ 1,415,792.13
STRUCTURES:		
41	bridges	$11,212,135.10
101	highway grade separation structures	12,273,218.88
18	railroad grade separation structures	2,242,390.31
6	railroad subway structures	1,340,690.11
3	highway elevated structures	7,151,914.20
2	combination railroad-highway grade separation structures	222,698.10
1	pedestrian bridge	128,236.87
6	reinforced concrete culverts	309,717.44
	Total structures	$34,881,001.01
MISCELLANEOUS:		
170.22	miles highway landscaping	$ 2,409,952.59
66.92	miles highway traffic signing	454,866.05
	Expressway signing installations	531,179.28
7.65	miles highway lighting installations	723,090.00
	Expressway lighting installations	376,241.00
55.65	miles highway fencing	216,751.74
9.92	miles bituminous concrete shoulders	416,794.48
6.22	miles highway delineators	26,621.06
	Expressway grading and main-drain construction	2,014,613.55
13.70	miles bituminous treatment of stabilized shoulders	563,344.82
13.02	miles highway road guard construction	68,005.84
	Expressway grading, paving, lighting and landscaping	6,987,080.00
77.74	miles highway roadside mowing	373,463.45
606	buildings removed from right-of-way	272,467.00
3	intersections, highway traffic control signal installations	57,585.97
40.00	miles highway tree spraying	8,151.80
0.50	mile hydraulic flume	1,434,419.18
1	pumping station	23,429.13
	Other miscellaneous improvements	1,093,586.29
	Total miscellaneous	$ 18,051,643.23
	Total all work, interstate system	$104,498,352.30

The interstate work analyzed above is listed by contracts in Table 21.

In previous years highway contracts awarded by Cook County and by the City of Chicago were not summarized in Table 16; therefore, in order to maintain the summary of interstate and other primary highway improvements as listed in previous years, awards made by Cook County and the City of Chicago during 1962 have been omitted from Table 16.

4. PRIMARY HIGHWAY CONTRACTS.—The total of all primary highway contracts awarded during 1962 by the State and by Cook County for the construction and maintenance of primary highways not on the interstate system provided for the following:

SURFACING:		
2.34	miles portland cement concrete pavement, divided 6-lane	$ 3,723,947.09
26.65	miles portland cement concrete pavement, divided 4-lane	13,284,986.20
14.58	miles portland cement concrete pavement, 2-lane	4,936,317.88
34.70	miles full-width rigid-type base course	6,308,328.25
4.59	miles full-width flexible base course	660,844.40
58.22	miles base course widening, concrete	3,728,895.03
18.51	miles base course widening, bituminous	1,019,567.42
658.03	miles bituminous surfacing of rigid-type pavement, continuous	14,689,701.80
98.93	miles bituminous surfacing of rigid-type pavement, intermittent	1,523,622.74
6.73	miles flexible base and bituminous surface treatment	476,625.98
12.37	miles bituminous treatment of existing bituminous surface	26,976.64
71,694	sq. yds. pavement patching, concrete	1,232,181.38
58,896	sq. yds. pavement patching, bituminous	959,377.43
8,871	sq. yds. miscellaneous pavement patching (by Day Labor)	184,225.50
	Total surfacing	$52,755,597.74
GRADING:		
35.26	miles earth shoulder rehabilitation	$ 130,857.14
3.44	miles shoulder and drainage improvements	207,636.36
4.71	miles roadway construction	1,571,276.38
22.88	miles roadway drainage improvements	166,681.95
	Total grading	$ 2,076,451.83
STRUCTURES:		
26	bridges	$ 3,030,918.28
27	highway grade separation structures	2,873,918.83
8	railroad grade separation structures	1,930,110.00
5	railroad subway structures	2,046,978.86
4	pedestrian bridges	1,296,349.95
45	bridges and grade separation structures repaired or improved	839,662.08
10	bridges and grade separation structures widened	306,283.38
3	bridges removed	175,700.00
18	reinforced concrete culverts	315,807.66
	Total structures	$12,815,729.04
MISCELLANEOUS:		
74	intersections, traffic control signal installations	$ 825,575.32
23	intersections, traffic control signal rehabilitations	242,772.86
7.06	miles highway lighting	591,897.55
15.20	miles highway landscaping	95,425.97
0.53	mile storm sewers	54,901.80
187	buildings removed from right-of-way	80,805.00
5,133	miles highway weed control spraying	99,200.94
58	bridges painted	152,634.00
20.91	miles highway pavement markings	155,090.00
1	pumping station constructed	90,000.00
2.64	miles bituminous surface treatment of stabilized shoulders	47,153.08
	Trees removed from right-of-way	219,163.16
693.66	miles roadside mowing	173,933.14
64.46	miles bituminous undersealing of pavement	171,076.25
	Culvert headwalls removed to grade	103,209.00
	Guardrails repaired or replaced	399,823.63
15	railroad grade crossings repaired or improved	139,007.86
	Other miscellaneous improvements	989,174.46
	Total miscellaneous	$ 4,630,844.02
	Total all work, primary system	$72,278,622.63

The total of primary highway contracts awarded during 1962 by the State and Cook County are listed in detail in Table 21.

In order to continue showing the summation of primary and interstate highway contracts awarded by the State, as shown in previous years, primary and interstate highway contracts awarded by Cook County and the City of Chicago have been omitted from Table 16.

5. SECONDARY ROAD CONTRACTS.—The total of all secondary road contracts awarded by the State during 1962 provided for the following improvements:

TABLE 16.—SUMMARY OF PRIMARY HIGHWAY CONTRACTS (INCLUDING FEDERAL-AID INTERSTATE) AWARDED BY THE STATE FROM 1918 THRU 1929 AND ANNUALLY FROM 1930 TO 1962 INCLUSIVE.

Year	Rigid-type Pavement[1]		Bituminous Surface on Gravel or Crushed-stone Base[2]		Gravel or Crushed Stone		Grading[3]		Structures[4]		Miscellaneous Items[5]	Total
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost	Cost
1918 Thru 1929	6,398.75	$180,977,894.27					1,768.06	$19,765,795.01	1,487	$21,239,693.95		$ 221,983,383.23
1930	943.18	24,361,360.36					152.05	2,162,973.57	136	2,692,560.27		29,216,894.20
1931	851.65	20,674,468.63					169.04	1,932,957.25	138	3,243,492.85		25,850,918.73
1932	966.31	21,653,238.74					190.02	1,895,751.32	169	3,525,399.65		27,074,389.71
1933	318.35	10,668,618.73			2.33	$ 73,444.82	42.47	643,000.10	7	1,979,479.13		13,364,542.78
1934	327.29	12,109,016.10	1.11	$ 11,581.43	0.92	43,618.84	105.63	1,597,610.65	129	4,717,863.41		18,479,690.43
1935	188.30	9,422,414.96	5.32	116,810.01			117.80	2,342,939.73	86	3,494,429.76	$ 31,169.49	15,407,763.95
1936	195.78	10,904,152.33	0.81	19,965.66	42.75	456,181.85	130.82	2,618,921.15	128	7,113,311.90	151,081.16	21,263,614.05
1937	159.82	7,618,065.49			93.08	891,571.60	146.13	2,146,642.80	97	3,331,017.45	53,576.00	14,040,873.34
1938	194.08	9,879,465.49	71.92	460,027.13	67.67	750,076.65	74.27	1,316,976.05	70	3,907,178.43	13,770.90	16,327,494.65
1939	169.37	9,722,071.99	81.84	788,941.72	24.18	381,336.47	68.37	1,468,430.66	67	3,185,949.08	241,461.83	15,788,191.75
1940	178.14	7,531,631.24	24.16	271,963.03	63.05	1,046,002.97	88.02	1,801,582.16	38	2,088,929.55	508,172.66	13,248,281.61
1941	112.84	7,287,661.71	17.15	246,833.30	13.47	365,087.91	12.67	249,932.21	36	3,143,428.81	360,247.61	11,653,191.55
1942	278.75	15,546,937.21		88,313.18	11.57	73,817.33	12.26	725,263.53	20	713,813.53	5,000.00	17,153,144.78
1943	149.05	9,684,627.25	18.23	262,924.28	10.71	114,926.07	1.15	134,035.24	5	309,888.59	28,052.56	10,534,453.99
1944	215.00	9,003,166.62	1.65	294,142.53	1.91	47,334.88	1.75	320,495.87	14	429,325.66	72,906.34	10,167,371.90
1945	207.83	9,494,309.89		301,986.07	0.90	44,924.17		527,017.84	22	1,329,042.96	255,316.65	11,952,597.58
1946	180.28	8,937,963.46	42.01	428,314.96	6.35	296,468.77		274,695.67	29	2,788,282.15	550,635.67	13,276,360.68
1947	332.65	16,991,253.50	28.51	619,200.80	1.50	57,478.53	11.83	1,448,207.65	42	3,791,027.50	540,322.22	23,447,490.20
1948	130.21	10,690,263.73	10.52	223,422.04	10.14	445,049.46	43.77	3,694,321.53	28	4,392,732.87	1,362,298.50	20,808,088.13
1949	269.81	20,484,006.43	54.79	864,297.81	0.50	41,942.75	2.82	409,674.12	33	4,392,104.94	480,183.15	26,672,209.20
1950	166.99	10,541,566.55	14.05	97,720.06	0.38	22,499.87	0.76	211,710.37	17	2,122,684.34	726,653.34	13,722,834.53
1951	578.53	32,589,431.82	12.56	237,494.65			9.60	524,194.94	66	5,720,996.03	1,367,559.66	40,439,677.10
1952	1,081.51	61,872,623.68	105.22	2,109,239.09			4.32	1,187,178.24	79	9,938,257.23	2,411,641.09	77,518,939.33
1953	446.05	30,654,204.85	28.89	795,926.99			3.43	923,073.23	110	13,108,725.63	982,243.33	46,464,174.03
1954	717.64	43,156,714.64	17.34	243,793.04			2.11	1,151,936.22	138	15,689,551.99	2,735,265.12	62,977,261.01
1955	416.70	43,493,537.82	61.87	1,081,026.33			0.68	788,734.45	85	15,865,443.70	3,070,766.42	64,299,508.72
1956	540.39	44,785,993.93	49.37	2,602,538.85			32.09	3,067,486.38	108	16,011,210.53	4,036,223.76	70,503,453.45
1957	677.52	36,640,700.15	26.49	1,584,938.55			27.90	4,506,176.73	167	36,580,830.49	9,660,341.00	88,972,986.92
1958	1,603.70	80,439,657.12	18.69	1,375,810.77	78.03	4,054,615.68	34.09	2,794,857.57	166	40,077,166.08	6,984,517.41	135,726,624.63
1959	433.82	93,604,201.65	90.21	1,973,203.14	0.39	64,149.87	41.78	2,519,432.54	177	32,553,234.90	9,202,115.13	139,916,337.23
1960	804.62	88,796,450.00	34.69	1,993,251.07			32.35	7,329,982.66	240	35,287,332.57	15,250,361.11	148,657,377.41
1961	533.12	73,972,728.04	13.63	1,162,105.91	2.89	352,965.08	43.55	2,569,834.98	132	23,334,504.40	14,330,544.66	115,722,683.07
1962	884.38	98,255,280.71	20.15	1,881,997.14	8.39	1,198,683.64	36.20	3,404,944.75	260	38,115,180.28	13,667,119.09	156,523,205.61
Total	21,652.41	$1,172,445,679.09	851.18	$22,137,769.54	441.11	$10,822,177.21	3,407.79	$78,456,767.17	4,592	$366,214,070.61	$89,079,545.86	$1,739,156,009.48

Note: Contracts awarded by Cook County and the City of Chicago on interstate and other primary highways are not included in this table.

[1] Mileage includes bituminous surfacing of existing pavements, but not seal coats on existing bituminous surfaces, nor pavement patching, or pavement lane widening, but cost includes all four of these items.

[2] Cost includes seal coats but seal coat mileage is excluded.

[3] Consists only of grading contracts awarded separately from surfacing.

[4] Consists only of structure contracts tabulated separately from surfacing or grading. Includes bridges, grade separation structures, and special structures.

[5] Includes such items as railroad grade crossing protection, landscaping, traffic control signals, highway lighting, sidewalks, etc.

TABLE 17.—SUMMARY OF SECONDARY ROAD CONTRACTS AWARDED BY THE STATE FROM 1933 THRU 1942 AND ANNUALLY FROM 1943 TO 1962 INCLUSIVE.

Year	Rigid-type Pavement[1]		Bituminous Surface on Gravel or Stone Base[2]		Gravel or Crushed Stone[3]		Grading[4]		Structures[5]		Miscellaneous Items[6]	Total
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost	Cost
1933 Thru 1942	129.70	$ 5,805,660.07	437.65	$ 2,198,482.33	890.22	$ 8,892,813.96	465.89	$ 4,179,015.84	261	$ 6,140,326.41	$ 371,330.99	$ 27,587,629.60
1943	19.38	747,741.33	16.26	168,227.47	22.22	325,247.73	0.56	20,836.65	5	201,148.68	13,494.80	1,476,696.66
1944	22.81	805,464.67	22.94	292,709.39	21.51	291,343.64	0.78	18,937.50	--------	7,603.00	8,550.00	1,424,608.20
1945	16.55	578,905.81	---------	170,536.87	14.09	232,012.25	---------	36,618.98	--------	----------	9,432.26	1,027,506.17
1946	15.71	495,613.35	14.87	221,237.37	17.95	412,884.21	3.71	154,579.46	10	415,441.03	27,730.58	1,727,486.00
1947	57.78	2,411,603.43	161.67	2,813,024.80	153.68	3,222,092.24	27.50	435,855.38	17	715,187.68	35,446.00	9,633,209.53
1948	8.45	852,921.76	145.05	3,596,940.14	175.44	4,081,884.47	22.84	594,337.16	22	2,105,393.44	59,371.76	11,290,848.73
1949	17.93	710,587.67	86.54	1,511,091.90	29.07	710,902.70	12.63	192,778.93	12	537,534.52	122,158.64	3,785,054.36
1950	6.30	286,456.04	97.83	1,561,673.09	94.17	1,369,801.02	11.62	176,226.21	11	577,441.31	158,483.10	4,130,080.77
1951	19.69	951,849.88	81.35	1,597,737.83	51.06	1,058,978.27	10.62	564,539.68	13	689,815.02	69,642.63	4,932,563.31
1952	38.30	1,834,170.46	220.83	4,488,003.27	87.25	1,983,171.76	18.83	285,781.22	20	1,204,636.23	263,382.21	10,059,145.15
1953	56.07	2,601,049.28	285.77	7,326,834.26	142.37	3,241,836.72	20.08	360,152.21	31	1,422,198.32	230,426.68	15,182,497.47
1954	9.35	497,045.51	215.02	4,342,166.56	91.15	1,731,106.45	11.90	137,890.39	22	979,771.87	315,658.98	8,003,639.76
1955	64.59	2,753,059.21	344.70	6,927,467.78	146.23	2,479,224.75	26.96	456,048.21	59	3,149,576.80	461,646.91	16,227,023.66
1956	56.75	2,763,053.01	306.54	7,526,801.50	148.85	3,462,362.01	7.34	216,814.92	32	2,013,524.71	430,080.05	16,412,636.20
1957	52.30	2,352,939.44	329.84	8,384,424.32	141.34	3,288,658.94	24.08	460,246.55	51	2,794,080.08	627,107.77	17,907,457.10
1958	87.42	5,698,177.40	552.06	14,314,033.80	190.50	4,735,658.17	28.68	754,010.91	87	5,460,774.10	219,512.51	31,182,166.89
1959	41.90	3,373,734.63	247.92	7,625,752.42	103.58	3,323,693.75	---------	----------	45	3,254,797.91	719,300.46	18,297,279.17
1960	64.82	7,388,775.70	234.59	8,930,220.24	127.87	3,670,709.36	11.84	286,251.45	35	2,742,173.76	1,938,910.72	24,957,041.23
1961	145.77	8,795,478.15	191.20	7,068,363.37	108.10	2,697,724.29	9.16	267,387.83	51	3,561,705.20	842,104.10	23,232,762.94
1962	93.35	7,649,696.99	233.47	9,805,704.13	110.32	3,396,462.45	7.70	1,198,367.19	57	2,343,932.93	2,320,451.98	26,714,615.67
Total	1,024.92	$59,353,983.79	4,226.10	$100,871,432.84	2,866.97	$54,608,569.14	722.72	$10,796,676.67	841	$40,317,063.00	$9,244,223.13	$275,191,948.57

Note: This table includes all contracts for secondary roads awarded by the State on Federal-aid secondary road system, secondary roads established prior to the Federal-aid secondary system, State-aid roads, and includes roads serving State parks and institutions, scenic roads, roads approved for construction by Senate and House bills, and Federal financed forest highways and defense access roads.

[1] Mileage and cost includes portland cement concrete pavements, full width rigid-type base, and bituminous concrete surfacing of rigid-type pavements, but mileage does not include bituminous surface treatment, seal coats, base repairs, patching, or pavement lane widening, but cost includes all of these items.

[2] Cost includes seal coats on existing bituminous surfaces and of flexible base repairs, but mileage is excluded.

[3] Includes mileage and cost of shale and soil-cement surfaced roads.

[4] Includes only grading contracts awarded separately from surfacing.

[5] Consists only of bridge and highway structure contracts tabulated separately from surfacing or grading.

[6] Includes such items as railroad grade crossing protection, landscaping, highway lighting, traffic control signals, etc.

SURFACING:

4.18	miles portland cement concrete pavement, divided 4-lane	$ 2,036,147.37
13.80	miles portland cement concrete pavement, 2-lane	2,352,828.20
14.58	miles pavement lane widening preparatory to bituminous surfacing	490,272.65
5.29	miles full-width rigid-type base course	832,141.93
50.31	miles B5 bituminous surfacing of rigid-type pavement, continuous	835,808.27
16.42	miles I-11 bituminous surfacing of rigid-type pavement, continuous	623,299.90
3.35	miles I-11 bituminous surfacing of rigid-type pavement, intermittent	52,637.82
113.76	miles flexible base and bituminous concrete surfacing	3,752,906.18
119.71	miles flexible base and bituminous surface treatment	5,719,291.81
55.59	miles bituminous seal coat on existing bituminous surface	177,128.89
68.65	miles bituminous surface treatment on existing flexible base	333,506.14
21.85	miles gravel or crushed-stone base course	1,024,824.11
88.47	miles gravel or crushed-stone surface course	2,371,638.34
9,439	sq. yds. bituminous pavement patching	159,110.44
5,273	sq. yds. concrete pavement patching	90,321.52
	Total surfacing	$20,851,863.57

GRADING:

7.70	miles roadway construction	$ 1,198,367.19

STRUCTURES:

43	bridges	$ 1,451,314.45
2	pedestrian bridges	2,911.90
1	highway grade separation structure	37,902.03
3	railroad grade separation structures	746,385.23
8	culverts	105,419.32
2	bridges widened	24,675.90
10	bridges repaired or rehabilitated	127,434.10
1	railroad grade separation structure repaired	25,436.00
	Total structures	$ 2,521,478.93

MISCELLANEOUS:

1	pumping station and sewers	$ 1,383,736.72
2	automatic railroad crossing improvements	41,736.00
8	flashing light signals and miscellaneous improvements	137,681.30
1	railroad crossing rehabilitation	2,380.00
1	railroad crossing signal installation	12,100.00
	Highway traffic cotrol signals	291,945.16
	Highway lighting	38,942.05
	Other miscellaneous improvements	234,384.75
	Total miscellaneous	$ 2,142,905.98
	Total all work, secondary system	$26,714,615.67

The above tabulation of secondary road improvements is a summary of all secondary road contracts listed in Table 21 of this section and in Table 55, Section XI, Local Roads and Streets.

6. HIGHWAY MAINTENANCE CONTRACTS.—Contracts awarded by the State during 1962 to private contractors, on projects for maintaining or restoring highways or highway structures necessitated by weather or other causes, includes such work as cleaning, clearing, painting, repairing, spraying, mowing, weed control, etc., are listed as extraordinary maintenance work in Part C of Table 21, and provided for the following:

ON INTERSTATE SYSTEM

95.56	miles highway mowing	$ 373,463.45
40.00	miles tree spraying	8,151.80
	Roadway slope rehabilitation	7,491.50
	Total on interstate system	$ 389,106.75

ON PRIMARY SYSTEM
(Excluding interstate)

5,133.00	miles weed control spraying	$ 99,200.94
693.70	miles roadside mowing	173,933.14
4.00	miles tree spraying	635.60
	Cinder hauling	27,437.00
1	pumping station repaired	5,854.52
	Dead and diseased trees removed	219,163.16
58	bridges cleaned and painted	152,634.00
1	railroad grade separation structure repaired	9,835.80
7	bridges repaired	145,933.00
	Total on primary system (excluding interstate)	$ 834,627.16

ON SECONDARY SYSTEM

Bridge walk and railing rehabilitated	$ 17,156.00
2 railroad grade separation structures rehabilitated	23,921.35
2 bridges rehabilitated	22,571.95
1 highway grade separation structure rehabilitated	4,858.00
Total on secondary system	$ 68,507.30
Total all systems, Part C	$ 1,292,241.21

7. STATE DAY LABOR HIGHWAY CONTRACTS.—Contracts awarded by the State to the State Day Labor Section of the Bureau of Maintenance for original construction and maintenance work of an extraordinary nature, are listed in Part D of Table 21.

State day labor contracts awarded during 1962 totaled $2,239,-106.39, of this total $985,552.28 was financed from maintenance fund of which $75,947.98 was expended for interstate highways, $835,867.30 for primary highways, and $73,737.00 for secondary road improvements, and $1,231,290.66 was financed from construction funds of which $999,539.36 was expended for primary highways, and $231,-751.30 for secondary road improvements. In addition $22,263.45 was financed with capital outlay funds for the construction of parking facilities at the District 6 highway office. All of which provided for the following improvements:

ON INTERSTATE SYSTEM

SURFACING:	
67.00 lane miles pavement patching	$ 66,975.00
STRUCTURES:	
2 railroad grade separation structures adjusted to new grade	$ 6,498.48
1 bridge repaired	2,474.50
Total structures	$ 8,972.98
Total day labor work on interstate system	$ 75,947.98

ON PRIMARY SYSTEM
(Excluding interstate)

SURFACING:	
8.27 miles bituminous surface treatment of existing pavement	$ 14,745.44
8,871 sq. yds. pavement patching	184,225.50
Total surfacing	$ 198,970.94
GRADING:	
0.46 mile road grading	$ 42,160.80
19.63 miles drainage improvements	106,645.80
Total grading	$ 148,806.60
STRUCTURES:	
28 bridges improved or repaired	$ 248,977.10
2 highway grade separation structures repaired	11,605.00
4 railroad grade separation structures repaired	88,980.00
3 culverts constructed	25,370.45
5 bridges, railings replaced or repaired	11,422.50
3 bridges, decks resurfaced	83,039.48
2 bridges, decks repaired	19,970.25
2 highway grade separation structures removed	19,000.00
Total structures	$ 508,364.78
MISCELLANEOUS:	
33.51 miles shoulder improvements	$ 87,299.21
64.46 miles bituminous undersealing of pavement	171,076.25
0.37 mile concrete paved ditches	25,950.00
Cutting and filling expansion joints	98,526.00
Storm sewer and drainage improvements	19,478.00
Culvert headwalls removed to side-slope grade	103,209.00
Guardrails replaced or repaired	399,823.63
Other construction or repairs	73,902.25
Total miscellaneous	$ 979,264.34
Total day labor work on primary system (excluding interstate)	$ 1,835,406.66

DESIGN

ON SECONDARY SYSTEM

SURFACING:		
55.59 miles bituminous seal coat on existing bituminous surface	$	177,128.89
5.71 miles bituminous surface treatment on existing base course		12,239.80
0.89 mile road repairs and bituminous surface treatment		7,966.50
Total surfacing	$	197,335.19
STRUCTURES:		
3 bridges repaired	$	27,333.00
2 pedestrian bridges constructed		2,911.90
1 railroad grade separation structure repaired		25,436.00
5 bridges, railings replaced or repaired		21,815.20
Total structures	$	77,496.10
MISCELLANEOUS:		
1 railroad crossing repaired	$	10,084.65
Construction of parking facilities		22,263.45
Drainage improvements		5,700.00
Other construction or repairs		14,872.36
Total miscellaneous	$	52,920.46
Total day labor work on secondary system	$	327,751.75
Total State day labor contracts awarded	$	2,239,106.39

8. FEDERAL AND NONFEDERAL PROGRAMS.—The total obligation of all highway contracts awarded by the State, by Cook County, and by the City of Chicago during 1962 amounted to $204,010,882.71. Federal aid was involved in $178,481,488.03, or 87.49 per cent, and contracts involving no Federal-aid funds and financed entirely with State or State and county funds amounted to $25,529,394.68, or 12.51 per cent of the contract obligation.

The status of recent allotments of Federal aid to the State of Illinois is given in Table 11 of Section II, while contracts awarded by each unit of government for State highway purposes in 1962 are classified by funds in Table 18.

(a) *Interstate Highway Awards.*—The contracts awarded by the State for interstate highway work financed with 90 per cent Federal and 10 per cent State funds amounted to $83,596,936.84. Contracts awarded on interstate highways involving 50 per cent Federal-aid urban and matching State funds amounted to $43,572.80, and interstate highway contracts financed entirely with State funds amounted to $868,436.34. In addition, contracts awarded on the interstate highway system by Cook County financed with Cook County expressway bond issue funds amounted to $5,387,991.12. Contracts awarded on the interstate highway system by the City of Chicago financed with 90 per cent Federal and 10 per cent State or City funds amounted to $14,534,995.20; and interstate highway contracts financed entirely with State funds amounted to $66,420.00. This accounts for all contracts awarded on the interstate system listed in Table 21, totaling $104,498,352.30.

(b) *Other Primary Highway Awards.*—Contracts awarded by the State on noninterstate primary highways involving Federal-aid primary, Federal-aid urban and railroad-highway improvement funds amounted to $51,285,765.52 most of which was financed with 50 per cent Federal participation; contracts financed entirely with State funds amounted to $21,247,786.22 of which $519,292.11 was for improvements not located on any of the highway systems. In addition, contracts awarded by Cook County on noninterstate primary highways financed with Cook County expressway bond

TABLE 18.—TABULATION OF 1962 CONTRACT AWARDS ON FEDERAL-AID AND NONFEDERAL-AID PROGRAMS.

System and Fund Designation	Interpretation of Fund Designation	Awarded By			Federal-aid Program	Non-Federal-aid Program	Total
		State	Cook County	City of Chicago			
Interstate and Other Primary							
Int.	Interstate	$78,440,137.88		$14,534,995.20	$92,975,133.08		$92,975,133.08
Int. G	Interstate, railroad-highway	3,563,048.76			3,563,048.76		3,563,048.76
FI	Federal-aid primary, interstate	43,572.80			43,572.80		43,572.80
EBI	Cook County expressway bond issue, on interstate		$5,387,991.12		5,387,991.12		5,387,991.12
State I	State funds only, on interstate	792,488.36		66,420.00		$ 858,908.36	858,908.36
State of Mo.—I	State of Missouri's portion of contract, on interstate	1,593,750.20			1,593,750.20		1,593,750.20
DL-M-I	State day labor maintenance funds, on interstate	75,947.98				75,947.98	75,947.98
F	Federal-aid primary	25,933,578.34			25,933,578.34		25,933,578.34
FG	Federal-aid primary, railroad-highway	907,381.91			907,381.91		907,381.91
U	Federal-aid primary, urban	20,453,139.98			20,453,139.98		20,453,139.98
UG	Federal-aid primary, urban, railroad-highway	3,511,665.85			3,511,665.85		3,511,665.85
EBU	Cook County expressway bond issue, primary, urban		234,879.00		234,879.00		234,879.00
State P	State funds only, on primary	18,893,087.45	29,484.00			18,922,571.45	18,922,571.45
DL-C-P	State day labor construction funds, on primary	999,539.36				999,539.36	999,539.36
DL-M-P	State day labor maintenance funds, on primary	835,867.30				835,867.30	835,867.30
P-AFH	Accelerated funds on forest highways	479,999.44			479,999.44		479,999.44
State	State funds only on nonhighway projects	387,712.72				387,712.72	387,712.72
COF	State capital outlay funds on nonhighway projects	131,579.39				131,579.39	131,579.39
	Total interstate and other primary	$157,042,497.72	$5,652,354.12	$14,601,415.20	$155,084,140.48	$22,212,126.56	$177,296,267.04
Secondary System							
FAS	Federal-aid secondary funds	$20,002,323.78			$20,002,323.78		$20,002,323.78
US	Federal-aid secondary, on urban work	2,365,735.64			2,365,735.64		2,365,735.64
USG	Federal-aid secondary, urban, railroad-highway	157,238.39			157,238.39		157,238.39
State S	State funds only, on secondary	2,989,516.37				$2,989,516.37	2,989,516.37
FH-S	Forest highway funds, on secondary	121,680.48			121,680.48		121,680.48
S-AFH	Accelerated funds on forest highways, secondary	750,369.26			750,369.26		750,369.26
DL-C-S	State day labor construction funds, on secondary	231,751.30				231,751.30	231,751.30
DL-M-S	State day labor maintenance funds, on secondary	73,737.00				73,737.00	73,737.00
COF-S	State capital outlay funds, on secondary	22,263.45				22,263.45	22,263.45
	Total secondary	$26,714,615.67			$23,397,347.55	$3,317,268.12	$26,714,615.67
	Total all contracts	$183,757,113.39	$5,652,354.12	$14,601,415.20	$178,481,488.03	$25,529,394.68	$204,010,882.71

issue urban funds amounted to $234,879.00; and contracts financed entirely with State funds amounted to $29,484.00. This accounts for all noninterstate primary highway contracts listed in Table 21, totaling $72,797,914.74.

(c) *Secondary Road Awards.*—Contracts awarded on all secondary roads amounted to $26,714,615.67, of which Federal-aid funds were involved in contracts amounting to $23,397,347.55, most of which was financed with 50 per cent Federal-aid secondary and matching State and county funds, and secondary road contracts financed entirely with State funds amounted to $3,317,268.12.

9. PAVEMENT, BRIDGE AND STRUCTURE REHABILITATION.—Contracts for modernization of existing rigid-type pavements by bituminous concrete resurfacing, full-width base course construction and widening, pavement patching, and related bridge and structure improvements, are classified by district and by highway system in Part B of Table 21. Rehabilitation of existing highways is a very essential part of our highway program. Of the total contracts awarded by the State in Part B, 2.2 per cent were awarded on interstate highways, 89.3 per cent on noninterstate primary highways, and 8.5 per cent on secondary roads. The total contracts awarded during 1962 listed in Part B accounts for 18.6 per cent of all contracts awarded by the State, and provided for the following improvements:

INTERSTATE HIGHWAYS:	
1.10 miles bituminous concrete surfacing, continuous	$ 39,273.52
0.14 mile colorphalt pavement surfacing	9,806.69
3.40 miles full-width concrete base course	708,015.20
Total, interstate system	$ 757,095.41
PRIMARY HIGHWAYS:	
647.91 miles bituminous concrete surfacing, continuous	$13,993,120.99
98.93 miles bituminous concrete surfacing, intermittent	1,523,622.74
10.12 miles colorphalt pavement surfacing	667,322.46
58.22 miles concrete base course widening	3,694,548.63
18.51 miles bituminous concrete base course widening	1,004,352.83
34.70 miles full-width concrete base course	6,354,496.50
4.59 miles full-width flexible base course	660,844.40
71,716 sq. yds. concrete pavement patching	1,249,507.38
58,896 sq. yds. bituminous concrete pavement patching	974,592.02
10 bridges	306,393.88
Total, primary system	$30,428,801.83
SECONDARY ROADS:	
74.59 miles bituminous concrete surfacing, continuous	$ 1,770,539.78
3.35 miles bituminous concrete surfacing, intermittent	52,637.82
1.00 mile soil-cement base course widening	34,215.69
3.79 miles concrete base course widening	84,452.85
3.97 miles bituminous concrete base course widening	132,069.90
2.54 miles full-width concrete base course	579,441.93
5,273 sq. yds. concrete pavement patching	90,321.52
9,439 sq. yds. bituminous concrete pavement patching	159,110.44
Total, secondary system	$ 2,902,789.93
Total all systems, Part B	$34,088,687.17

10. MISCELLANEOUS CONTRACTS.—Contracts awarded by the State for constructing and maintaining connecting roads, entrance roads, drives, structures, parking facilities, and storage yards to serve State parks, institutions, highway buildings, scenic and conservation areas, etc. are listed in detail in Part E of Table 21. Such contracts awarded during 1962 totaled $519,292.11, and provided for the following improvements:

SURFACING:		
1.32	miles bituminous surface treatment on existing flexible surface	$ 17,738.86
17.03	miles gravel or crushed-stone base and bituminous surface treatment	236,644.42
1.54	miles gravel or crushed-stone base and bituminous road-mix surfacing	10,868.50
	Bituminous concrete surfacing of miscellaneous areas	85,729.37
	Total surfacing	$ 350,981.15
MISCELLANEOUS:		
	Base repair, bituminous concrete resurfacing, and miscellaneous improvements	$ 137,898.16
	Landscaping	30,412.80
	Total miscellaneous	$ 168,310.96
	Total all work in Part E	$ 519,292.11

11. CHICAGO EXPRESSWAYS. — Expressway contracts awarded during 1962 by the State, by Cook County, and by the City of Chicago for projects in the Chicago Metropolitan Area totaled $23,006,018.50 and provided for the following improvements:

	CALUMET EXPRESSWAY	
5.63	miles stabilized bituminous concrete shoulders	$ 223,616.72
2.64	miles colorphalt pavement surfacing	44,280.00
	Total	$ 267,896.72
	CONGRESS STREET EXPRESSWAY	
1	pedestrian bridge	$ 128,236.87
4.29	miles stabilized bituminous concrete shoulders	193,177.76
2	intersections, traffic control signals	29,355.66
1.13	miles highway landscaping	26,993.00
3.40	miles highway lighting	319,668.95
1.11	miles dual portland cement concrete pavement	1,072,457.17
	Expressway signing	264,878.28
	Total	$ 2,034,767.69
	DAN RYAN EXPRESSWAY	
3.50	miles highway landscaping	$ 53,354.45
1.70	miles highway lighting	121,973.00
	Total	$ 175,327.45
	EDENS EXPRESSWAY	
1.07	miles highway fencing	$ 10,327.65
	KINGERY EXPRESSWAY	
0.70	mile bituminous paved approaches	$ 114,222.78
1	highway grade separation structure	79,224.25
0.38	mile highway fencing	6,812.39
	Total	$ 200,259.42
	MOLINE EXPRESSWAY	
2	highway grade separation structures	$ 347,887.09
0.74	mile flexible base and bituminous concrete surfacing	303,356.42
	Total	$ 651,243.51
	SOUTH EXPRESSWAY	
0.81	mile grading, paving, lighting, and landscaping	$ 6,987,080.00
3	highway elevated structures	7,151,914.20
	Expressway signing	266,301.00
237	buildings removed from right-of-way	129,700.00
	Protective pavement coating	66,420.00
1	railroad subway structure	345,832.29
1	highway grade separation structure	307,029.34
3.50	miles highway lighting	254,268.00
1.12	miles dual portland cement concrete pavement	1,569,552.18
	Total	$17,078,097.01
	SOUTHWEST EXPRESSWAY	
0.91	mile roadway grading	$ 475,550.00
2.90	miles highway landscaping	97,935.50
3.57	miles grading and main drain construction	2,014,613.55
	Total	$ 2,588,099.05
	Total all work, Chicago expressway system	$23,006,018.50

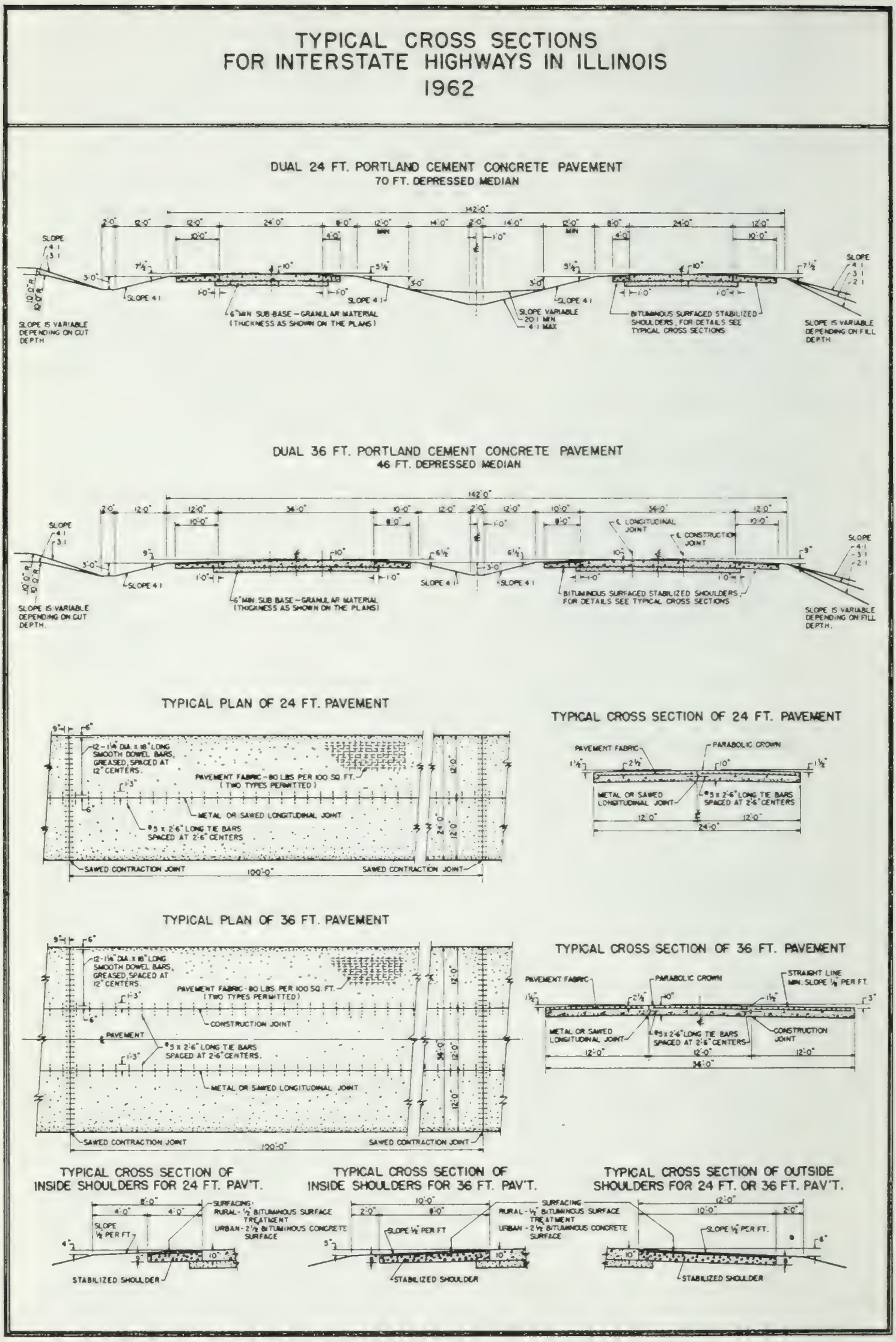

TYPICAL CROSS SECTIONS
FOR INTERSTATE HIGHWAYS IN ILLINOIS
1962
DUAL 24 FT. PORTLAND CEMENT CONCRETE PAVEMENT
70 FT. DEPRESSED MEDIAN
142'-0"
SLOPE 4:1
SLOPE 3:1
SLOPE 2:1
SLOPE 4:1
6" MIN. SUB-BASE - GRANULAR MATERIAL (THICKNESS AS SHOWN ON THE PLANS)
SLOPE VARIABLE 20:1 MIN 4:1 MAX
BITUMINOUS SURFACED STABILIZED SHOULDERS, FOR DETAILS SEE TYPICAL CROSS SECTIONS
SLOPE IS VARIABLE DEPENDING ON CUT DEPTH
SLOPE IS VARIABLE DEPENDING ON FILL DEPTH
DUAL 36 FT. PORTLAND CEMENT CONCRETE PAVEMENT
46 FT. DEPRESSED MEDIAN
142'-0"
℄ LONGITUDINAL JOINT
℄ CONSTRUCTION JOINT
6" MIN. SUB BASE - GRANULAR MATERIAL (THICKNESS AS SHOWN ON THE PLANS)
BITUMINOUS SURFACED STABILIZED SHOULDERS, FOR DETAILS SEE TYPICAL CROSS SECTIONS
SLOPE IS VARIABLE DEPENDING ON CUT DEPTH.
SLOPE IS VARIABLE DEPENDING ON FILL DEPTH.
TYPICAL PLAN OF 24 FT. PAVEMENT
12 - 1¼" DIA. x 18" LONG SMOOTH DOWEL BARS, GREASED, SPACED AT 12" CENTERS.
PAVEMENT FABRIC - 80 LBS. PER 100 SQ. FT. (TWO TYPES PERMITTED)
METAL OR SAWED LONGITUDINAL JOINT
#5 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS
SAWED CONTRACTION JOINT
100'-0"
TYPICAL CROSS SECTION OF 24 FT. PAVEMENT
PAVEMENT FABRIC
PARABOLIC CROWN
METAL OR SAWED LONGITUDINAL JOINT
#5 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS
24'-0"
TYPICAL PLAN OF 36 FT. PAVEMENT
12 - 1¼" DIA. x 18" LONG SMOOTH DOWEL BARS, GREASED, SPACED AT 12" CENTERS.
PAVEMENT FABRIC - 80 LBS. PER 100 SQ. FT. (TWO TYPES PERMITTED)
CONSTRUCTION JOINT
PAVEMENT
#5 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS.
METAL OR SAWED LONGITUDINAL JOINT
SAWED CONTRACTION JOINT
100'-0"
TYPICAL CROSS SECTION OF 36 FT. PAVEMENT
PAVEMENT FABRIC
PARABOLIC CROWN
STRAIGHT LINE MIN. SLOPE ⅛" PER FT.
METAL OR SAWED LONGITUDINAL JOINT
#5 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS
CONSTRUCTION JOINT
36'-0"
TYPICAL CROSS SECTION OF INSIDE SHOULDERS FOR 24 FT. PAV'T.
SURFACING
RURAL - ½" BITUMINOUS SURFACE TREATMENT
URBAN - 2½" BITUMINOUS CONCRETE SURFACE
SLOPE ½" PER FT.
STABILIZED SHOULDER
TYPICAL CROSS SECTION OF INSIDE SHOULDERS FOR 36 FT. PAV'T.
SURFACING
RURAL - ½" BITUMINOUS SURFACE TREATMENT
URBAN - 2½" BITUMINOUS CONCRETE SURFACE
SLOPE ½" PER FT.
STABILIZED SHOULDER
TYPICAL CROSS SECTION OF OUTSIDE SHOULDERS FOR 24 FT. OR 36 FT. PAV'T.
SLOPE ½" PER FT.
STABILIZED SHOULDER

Figure 5.

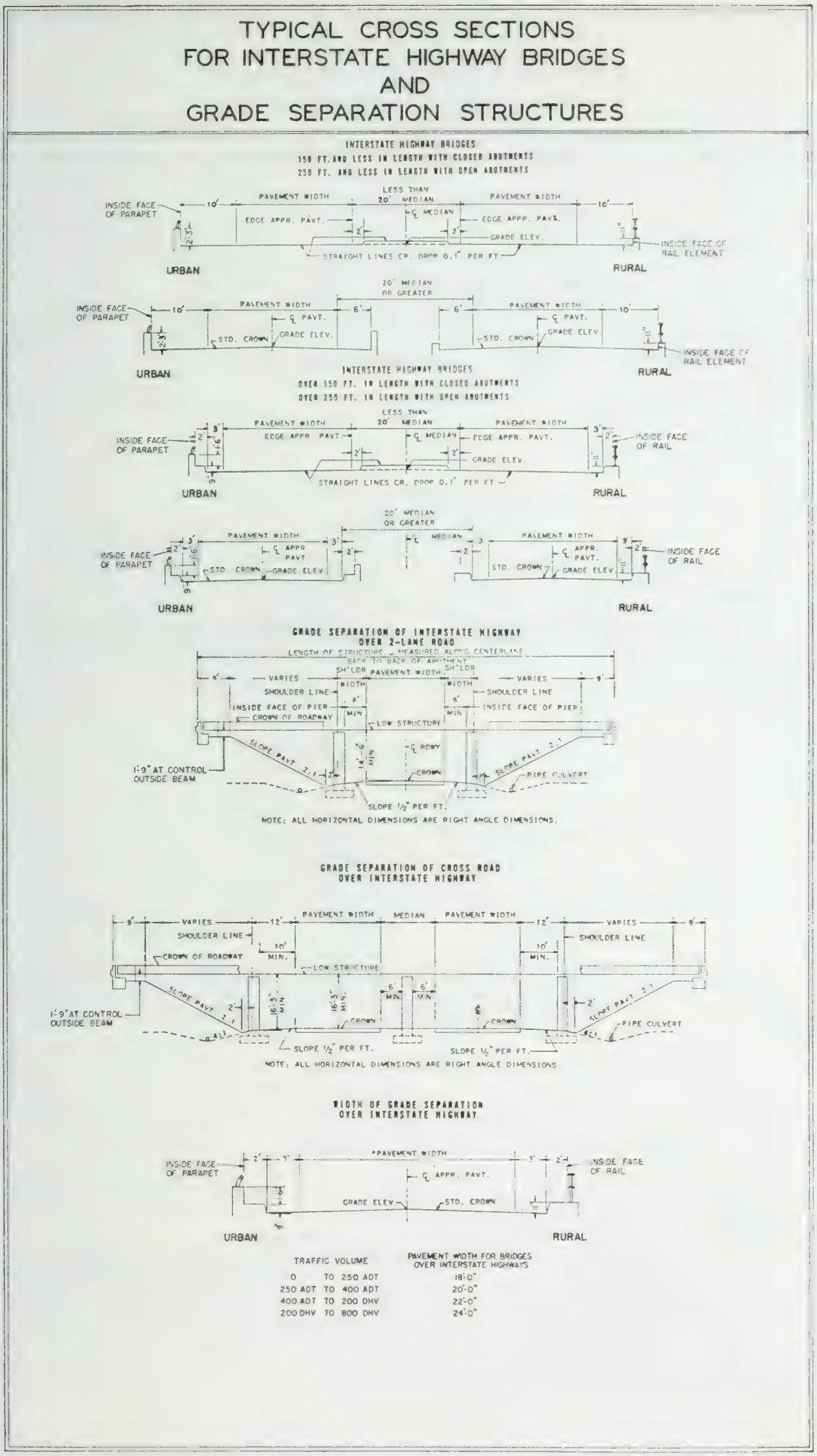


Figure 5.—Concluded.

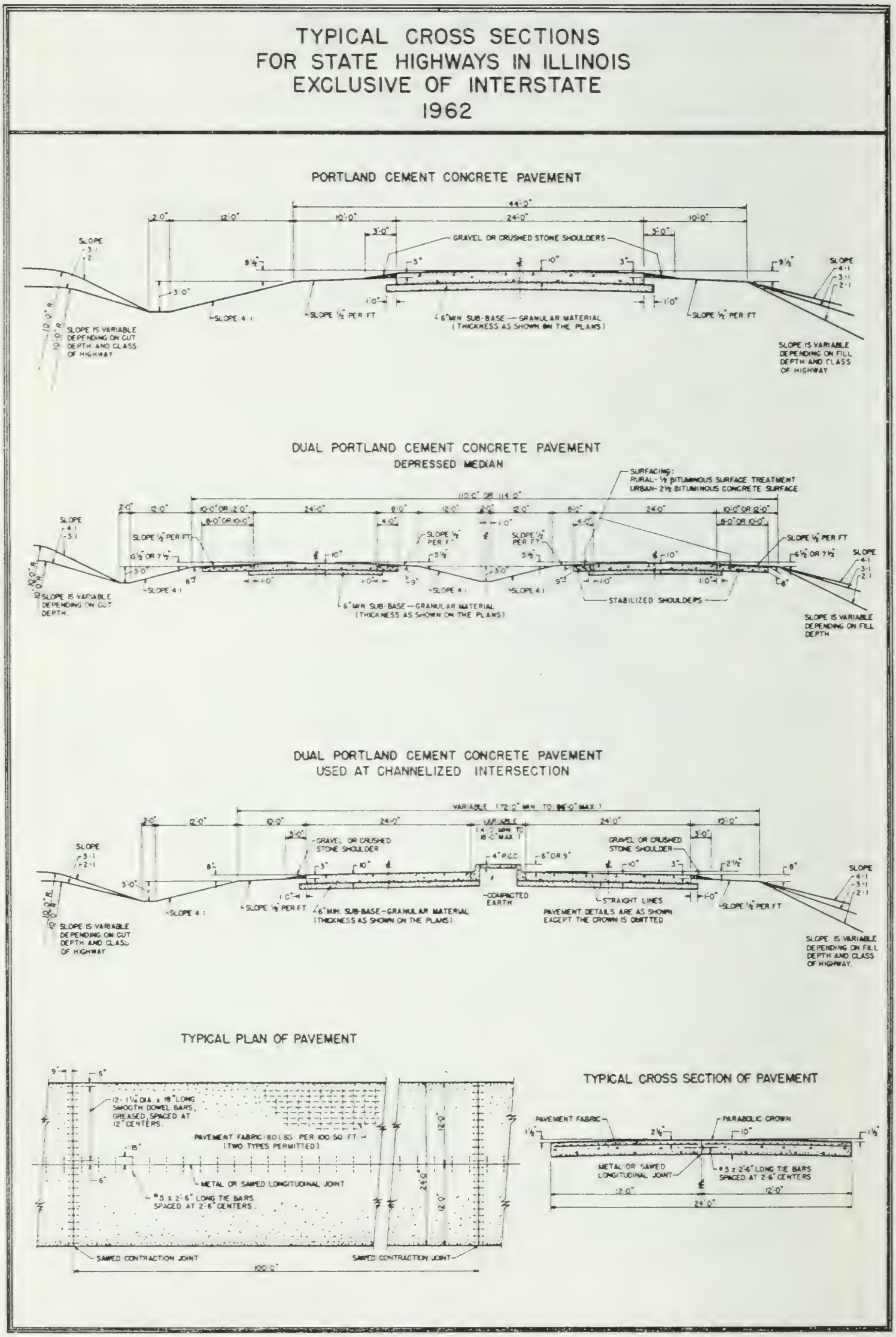

TYPICAL CROSS SECTIONS
FOR STATE HIGHWAYS IN ILLINOIS
EXCLUSIVE OF INTERSTATE
1962
PORTLAND CEMENT CONCRETE PAVEMENT
GRAVEL OR CRUSHED STONE SHOULDERS
SLOPE IS VARIABLE DEPENDING ON CUT DEPTH AND CLASS OF HIGHWAY
SLOPE IS VARIABLE DEPENDING ON FILL DEPTH AND CLASS OF HIGHWAY
6" MIN SUB-BASE — GRANULAR MATERIAL (THICKNESS AS SHOWN ON THE PLANS)
DUAL PORTLAND CEMENT CONCRETE PAVEMENT
DEPRESSED MEDIAN
SURFACING: RURAL- 1½ BITUMINOUS SURFACE TREATMENT URBAN- 2½ BITUMINOUS CONCRETE SURFACE
STABILIZED SHOULDERS
DUAL PORTLAND CEMENT CONCRETE PAVEMENT
USED AT CHANNELIZED INTERSECTION
GRAVEL OR CRUSHED STONE SHOULDER
COMPACTED EARTH
STRAIGHT LINES
PAVEMENT DETAILS ARE AS SHOWN EXCEPT THE CROWN IS OMITTED
TYPICAL PLAN OF PAVEMENT
12- 1¼" DIA. x 18" LONG SMOOTH DOWEL BARS, GREASED, SPACED AT 12" CENTERS.
PAVEMENT FABRIC - 80 LBS. PER 100 SQ. FT. (TWO TYPES PERMITTED)
METAL OR SAWED LONGITUDINAL JOINT
#5 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS.
SAWED CONTRACTION JOINT
TYPICAL CROSS SECTION OF PAVEMENT
PAVEMENT FABRIC
PARABOLIC CROWN
METAL OR SAWED LONGITUDINAL JOINT
#5 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS

Figure 6.

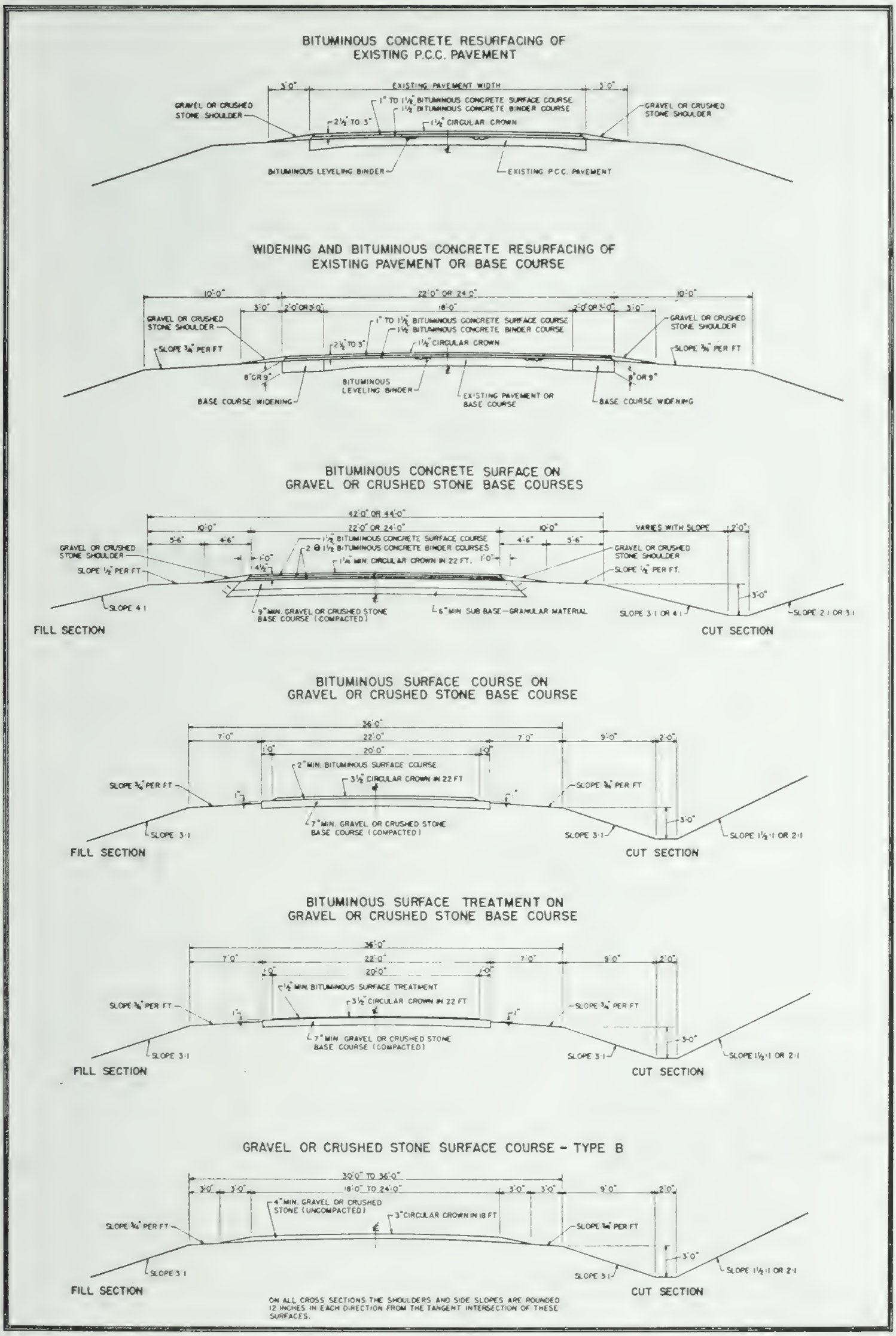


Figure 6.—Concluded.

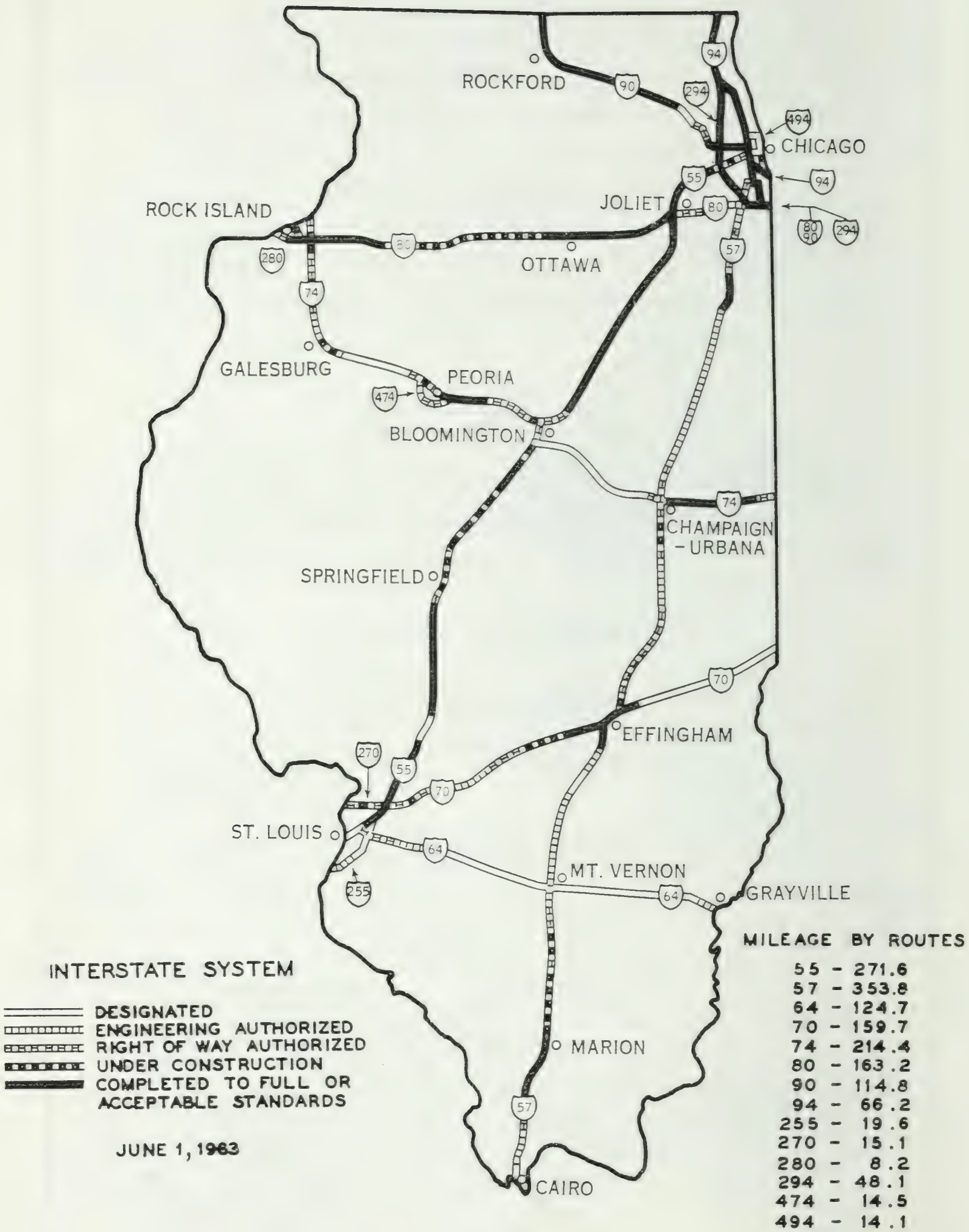

ROCKFORD
CHICAGO
JOLIET
ROCK ISLAND
OTTAWA
GALESBURG
PEORIA
BLOOMINGTON
CHAMPAIGN - URBANA
SPRINGFIELD
EFFINGHAM
ST. LOUIS
MT. VERNON
GRAYVILLE
MARION
CAIRO
94
90
294
494
55
80
80 90
57
280
74
474
70
270
64
255
INTERSTATE SYSTEM
DESIGNATED
ENGINEERING AUTHORIZED
RIGHT OF WAY AUTHORIZED
UNDER CONSTRUCTION
COMPLETED TO FULL OR ACCEPTABLE STANDARDS
JUNE 1, 1963
MILEAGE BY ROUTES
55 - 271.6
57 - 353.8
64 - 124.7
70 - 159.7
74 - 214.4
80 - 163.2
90 - 114.8
94 - 66.2
255 - 19.6
270 - 15.1
280 - 8.2
294 - 48.1
474 - 14.5
494 - 14.1

Figure 7.

The practice of assigning part of the State's allotment of Federal-aid funds for expressway projects awarded by Cook County and the City of Chicago was continued. The amounts awarded for such contracts in the thirteen years preceding 1962 were $168,539,454.96 by Cook County and $106,607,375.05 by the City of Chicago. Expressway contracts awarded in 1962 by Cook County and the City of Chicago are listed in Part A of Table 21. A total of $5,652,354.12 was awarded by Cook County and $14,601,415.20 was awarded by the City of Chicago. Most of these contracts are on the interstate highway system, however, contracts financed with the expressway bond issue or with motor fuel tax funds are also in the tables showing construction approved in Section XI, Local Roads and Streets ~~of this~~ report.

12. INTERSTATE HIGHWAYS.—The designation of the National System of Interstate Highways of not more than 40,000 miles was authorized by the Federal-aid Highway Act of 1944. Approval for 37,681 miles on the Nationwide system was given by the Federal Government in 1947. The allocation to Illinois at that time was over 1,500 miles. Additions to bypass urban areas were designated in 1955 which increased the interstate mileage in Illinois to about 1,600.

The Federal-aid Highway Act of 1956 authorized the addition of 1,000 miles to the Nation's system and changed the name to the "National System of Interstate and Defense Highways." By the end of 1962 changes in the system resulted in an interstate mileage of 1,588.0 for Illinois. The general locations of interstate highways are shown in Figure 7.

A summary of the contracts awarded on the interstate system by the State, by Cook County, and by the City of Chicago, exclusive of construction by toll road authorities, is given in the following tabulation:

Type of Improvement	Before 1962	During 1962
8-lane pavement	12.16 mi.	1.32 mi.
6-lane pavement	25.13 mi.	.....
4-lane pavement	231.63 mi.	37.26 mi.
2-lane pavement	140.06 mi.	3.44 mi.
Converting 2-lane to a divided 4-lane pavement	112.45 mi.	37.25 mi.
Bituminous treatment or surfacing of pavement	114.80 mi.	19.11 mi.
Grading	58.65 mi.	8.10 mi.
Bridges	167	42
Highway grade separation structures	408	102
Railroad grade separation structures	98	26
Frontage road and improvements	[1] 12.33 mi.	4.63 mi.
Shoulder construction or rehabilitation	[2] 147.79 mi.	56.02 mi.
Highway lighting installation or relocation	[2] 19.48 mi.	13.95 mi.
Total cost of interstate contracts	$550,440,302.29	$104,498,352.30

[1] Not reported prior to 1957.
[2] Not reported prior to 1961.

13. FREEWAYS.—Figure 8 shows the location of highways designated as freeways in Illinois. A total of 2,159.94 miles of freeways had been designated at January 1, 1962, an additional 70.29 miles of highways were added and 1.66 miles were rescinded during 1962, bringing the total mileage of freeways declared as of December 31, 1962 to 2,228.57 miles. Highways designated in 1962 were:

FAI Route 57 from southwest of Peotone to north of Monee (13.10 mi.)

FAI Route 57 from south of Ina on Jefferson-Franklin County line to northwest of Mt. Vernon (17.15 mi.)

FAI Route 57 (South Expressway—west leg) from Will-Cook County line to south of Tinley Park (8.00 mi.)

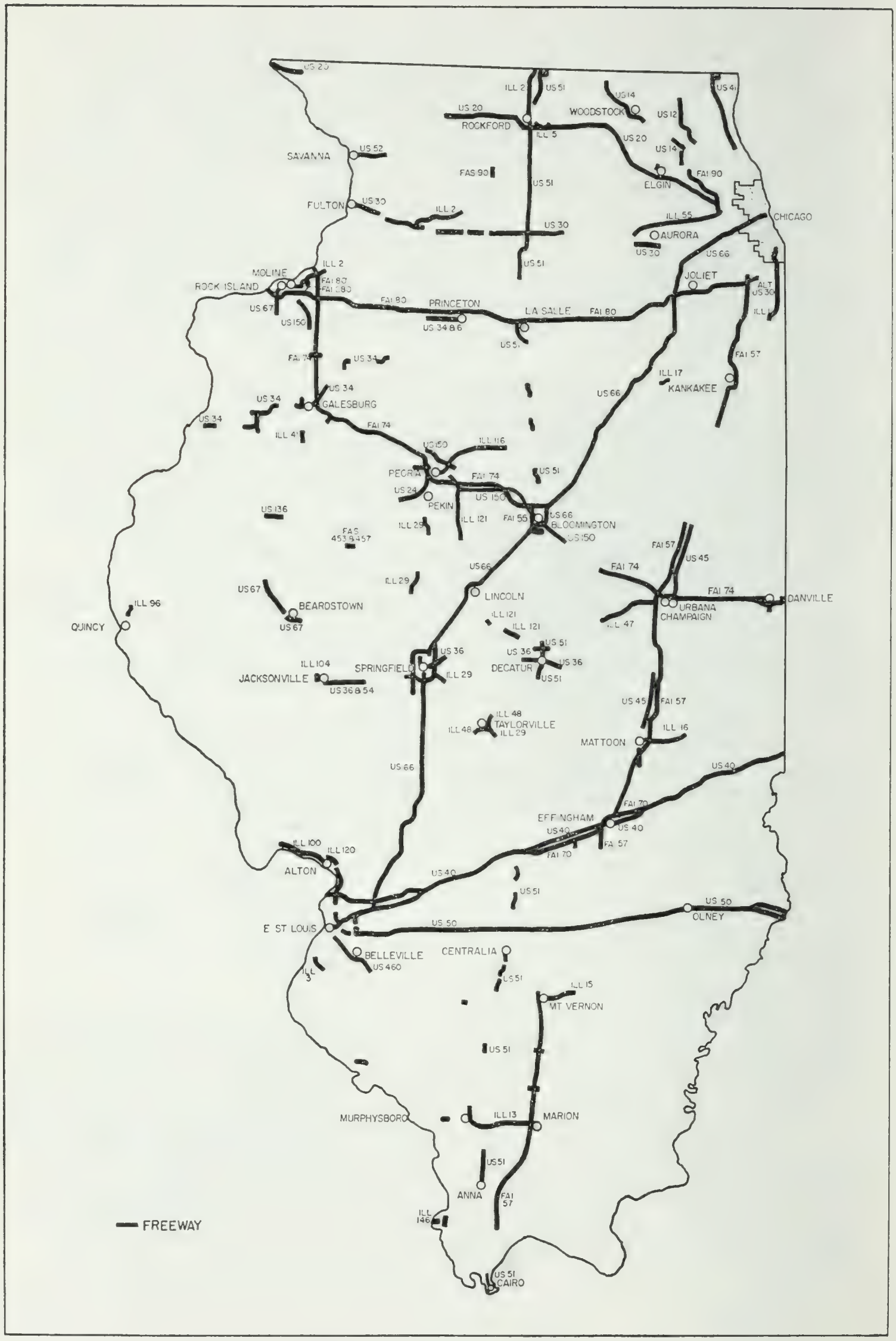


Figure 8.—Highways in Illinois designated as freeways.

FAI Route 70 from southwest of Troy to south of Marine (9.15 mi.)
FA Route 199 in Rock Island (3.20 mi.)
FA Route 196 the South Bypass from east of Curran to south of Springfield (6.86 mi.)
FA Route 10 Edmund Street in East Peoria (0.30 mi.)
FA Route 1 from Danville to south of Danville (0.99 mi.)
FA Route 23 (SBI 22) intersection with East-West Tollway near Aurora (0.25 mi.)
FA Route 138 (US 6) south of Moline (0.72 mi.)
FA Route 61 from intersection of Northwest Tollway to FAS Route 115, Dundee Road, (6.39 mi.)
SBI Route 37 Connector near Whittington (0.72 mi.)
FAS Route 106 (Ill. 25) intersection with Northwest Tollway north of Elgin (0.29 mi.)
FAS Route 1044 west of Cherry Valley (0.60 mi.)
Senate Bill 275 access road to Washington County Conservation Area (0.56 mi.)
Various Routes, miscellaneous relocations (2.01 mi.)

Freeways rescinded are:

FA Routes 5 and 190 from Worden Wye to US Route 40 (1.66 mi.)

14. BRIDGES.—The bridge plans prepared, bridges placed under contract, and other bridge work accomplished during 1962 are summarized in the following tabulation:

Bridge Plans Prepared	Number
County and township	8
County 15d and motor fuel tax	----------
State bond issue	25
Federal-aid	125
Subtotal	158

Culverts

State and Federal-aid contracts	934
Total	1,092

Bridges Placed under Contract

System	Number	Contract Price
County and township	----------	----------
County 15d and motor fuel tax	6	$ 185,959.37
State bond issue	18	1,026,553.46
Federal-aid	301	47,315,930.29
Total	325	$48,528,443.12

Other Work

Shop drawings for steel bridges approved	361
Steel bridges for which shop inspection of steel was made	288
Tons of structural steel inspected	30,240
Foreign plans approved	274
Stress analysis of old bridges	89
Rating analysis for construction equipment	25
Rating of bridges for truck permits	376

Table 19 gives a summation of State bridge plans and specifications prepared, number and cost of contracts awarded on State plans, the number of foreign plans approved from 1906 to 1930, and an annual summary of such contracts and plans from 1931 to 1962, inclusively. It includes all bridges for State and county highways whether built as independent contracts or included in general road contracts.

TABLE 19.—RECORD OF BRIDGE WORK, 1906-1962.

Year	Plans and Specifications Prepared	Contracts Let on State Plans	Contract Price	Foreign Plans Approved[1]
1906 thru 1930	8,319	6,137	$ 34,692,985.27	16,987
1931	673	437	3,997,361.24	6,221
1932	683	603	3,988,988.46	7,546
1933	482	390	2,815,976.05	4,410
1934	419	299	4,547,005.88	5,020
1935	342	300	4,394,287.12	2,441
1936	319	258	7,742,110.07	3,060
1937	288	254	4,506,279.14	1,952
1938	304	236	3,921,100.75	1,050
1939	272	217	2,817,481.72	1,044
1940	266	194	2,838,897.03	832
1941	138	130	3,067,158.02	666
1942	220	106	1,104,427.66	279
1943	122	62	418,753.64	198
1944	149	74	817,973.77	223
1945	110	90	1,682,640.00	226
1946	128	141	3,545,550.62	450
1947	137	135	4,767,188.35	189
1948	122	93	6,779,175.89	196
1949	90	86	4,952,839.41	132
1950	164	99	2,750,017.08	122
1951	108	130	6,566,189.53	98
1952	133	120	10,785,576.92	185
1953	109	132	9,287,045.05	218
1954	171	155	13,354,854.18	324
1955	146	146	13,850,013.76	349
1956	137	166	15,167,468.10	429
1957	139	216	38,769,316.32	350
1958	171	229	36,037,644.77	427
1959	185	197	38,445,040.49	543
1960	170	258	39,001,753.11	351
1961	172	188	34,813,839.70	372
1962	158	325	48,528,443.12	274
Total	15,546	12,603	$410,755,382.22	57,164

[1] Plans prepared by county superintendents of highways and others outside of the Division of Highways.

15. RAILROAD CROSSINGS.—Contracts for 32 railroad grade separation structures were awarded during 1962, which includes 7 combination railroad-highway grade separation structures, 15 railroad grade separation structures, and 10 railroad subway structures, as shown in Table 20. Federal aid was involved in financing 24 of these structures, and 8 were financed entirely with State funds.

Construction was also authorized for the protection and improvement of 20 railroad grade crossings, exclusive of Federal-aid secondary awards reported in Section XI. The improvements include the installation of automatic flashing-light signals at 5 primary highway crossings; installation of automatic flashing-light signals and crossing rehabilitation at 2 primary highway and 3 secondary road crossings; modernization or relocation of flashing-light signals and crossing rehabilitation at 3 primary highway and 1 secondary road crossings; installation of automatic flashing-lights and gates at 1 secondary road

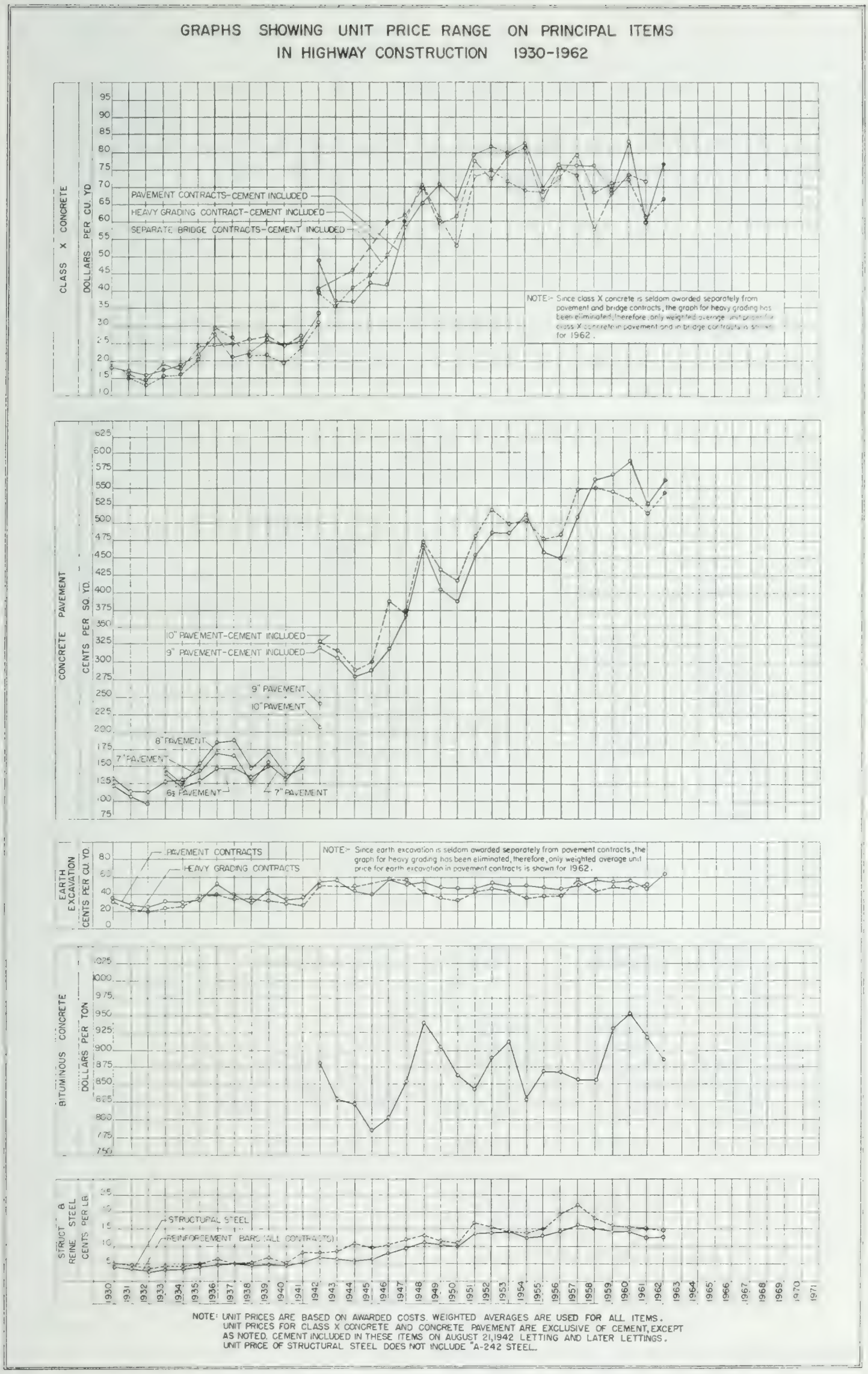

GRAPHS SHOWING UNIT PRICE RANGE ON PRINCIPAL ITEMS
IN HIGHWAY CONSTRUCTION 1930-1962
CLASS X CONCRETE
DOLLARS PER CU. YD
PAVEMENT CONTRACTS-CEMENT INCLUDED
HEAVY GRADING CONTRACT-CEMENT INCLUDED
SEPARATE BRIDGE CONTRACTS-CEMENT INCLUDED
NOTE:- Since class X concrete is seldom awarded separately from pavement and bridge contracts, the graph for heavy grading has been eliminated, therefore, only weighted average unit price for class X concrete in pavement and in bridge contracts is shown for 1962.
CONCRETE PAVEMENT
CENTS PER SQ. YD.
10" PAVEMENT-CEMENT INCLUDED
9" PAVEMENT-CEMENT INCLUDED
9" PAVEMENT
10" PAVEMENT
8" PAVEMENT
7" PAVEMENT
6½" PAVEMENT
7" PAVEMENT
EARTH EXCAVATION
CENTS PER CU. YD.
PAVEMENT CONTRACTS
HEAVY GRADING CONTRACTS
NOTE:- Since earth excavation is seldom awarded separately from pavement contracts, the graph for heavy grading has been eliminated, therefore, only weighted average unit price for earth excavation in pavement contracts is shown for 1962.
BITUMINOUS CONCRETE
DOLLARS PER TON
STRUCT. & REINF. STEEL
CENTS PER LB.
STRUCTURAL STEEL
REINFORCEMENT BARS (ALL CONTRACTS)
NOTE: UNIT PRICES ARE BASED ON AWARDED COSTS. WEIGHTED AVERAGES ARE USED FOR ALL ITEMS.
UNIT PRICES FOR CLASS X CONCRETE AND CONCRETE PAVEMENT ARE EXCLUSIVE OF CEMENT, EXCEPT AS NOTED. CEMENT INCLUDED IN THESE ITEMS ON AUGUST 21, 1942 LETTING AND LATER LETTINGS.
UNIT PRICE OF STRUCTURAL STEEL DOES NOT INCLUDE "A-242 STEEL.

Figure 9.

crossing; installation of automatic flashing-lights and gates and crossing rehabilitation at 1 primary highway crossing; relocation of flashing-lights and gates and crossing rehabilitation at 2 primary highway grade crossings; and rehabilitation and track raising at 2 primary highway grade crossings. The cost of this work totaled $228,948.29, of which $139,007.86 was expended on primary highway crossings and $89,940.43 on secondary road crossings. Participants in the financing of crossing protection and improvements described above are as follows:

State	$169,554.83
Federal Government	37,147.78
Counties	3,872.00
Railroads	18,373.68
Total	$228,948.29

TABLE 20.—RAILROAD GRADE SEPARATION STRUCTURE CONTRACTS AWARDED DURING 1962.

Location				Highway Over or Under	Railroad	Total Estimated Cost to State and Railroad
Route	Section	County	Near			
Int. 55	57-6V	McLean	Bloomington	Over	NYC	$ 234,190
Int. 55	57-4V	McLean	Normal	Over	IC	168,130
Int. 55	84-3S-1	Sangamon	Springfield	Under	IC	235,170
Int. 55	84-3I-S	Sangamon	Springfield	Under	B&O	[1]238,890
Int. 55	99-2VR	Will	Birds	Revise Over	CRI&P	[2]313,360
Int. 57	28-3V-1	Franklin	Benton	Over	MP	349,770
Int. 57	28-5V	Franklin	West Frankfort	Over	C&EI-IC-(7th St.)	[3]174,310
Int. 70	26-5V	Fayette	St. Elmo	Over	C&EI	200,670
Int. 74	48-27S	Knox	Galesburg	Under	CB&Q	232,010
Int. 74	92-12V	Vermilion	Danville	Over	C&EI	195,880
Int. 74	92-12V-1	Vermilion	Danville	Over	C&EI (Service Rd.)	[3]232,960
Int. 74	92-11V-1	Vermilion	Tilton	Over	NYC ("F" Street Fairfield Ave.)	[3]137,100
Int. 80	06-2S	Bureau	Langley	Revise Under	C&NW	284,340
Int. 80	06-5V	Bureau	Princeton	Over	CB&Q	294,530
Int. 80	06-7V	Bureau	Seatonville	Over	C&NW-CMStP&P	232,130
Int. 80	99-3B	Will	Joliet	Over	CRI&P (US 6-DesPlaines River)	[3]14,490
Int. 270	60-4S	Madison	Glen Carbon	Under	IT	306,080
Int. 270	60-2VH	Madison	Mitchell	Over	IT (Alt. US 67)	[3]244,290
FA 2	71-XVR	LaSalle	LaSalle	Revise Over	IC	138,540
FA 10	13-V	Tazewell	E. Peoria	Over	P&PU-NYC&StL (Access Road)	[3] [4]761,120
FA 13	5-2V-2	Richland	Olney	Over	B&O	154,310
FA 194	4-V	Winnebago	Rockford	Over	IC	263,640
FA 194	4-V-1	Winnebago	Rockford	Over	C&NW	292,450
FAS 1305	79-RV	Kankakee	Bourbonnais	Revise Over	IC	164,580
SBI 1	41X-S	Massac	Metropolis	Revise Under	IC	257,810
SBI 9	2-S	Vermilion	Rankin	Revise Under	C&EI	135,490
SBI 18	9-S	Cook	Ogden-Cicero	Under	CB&Q	2,761,940
SBI 48 (Spur)	128-S	Macon	Decatur	Under	IC	184,840
SBI 54	541-S-2	Cook	Melrose Park	Under	Soo	611,070
SBI 88	125-V-1	Peoria	Edelstein	Repair Over	AT&SF	9,840
Senate Bill 749	3-V	Whiteside	Sterling	Over	C&NW (Wallace St.)	[3]142,670
Senate Bill 749	3-V-1	Whiteside	Sterling	Over	Northwestern Steel & Wire Co.	224,150
					Total	$10,190,750

[1] Cost shown includes railroad relocation.
[2] Cost shown includes reconstruction of highway approaches.
[3] Combination railroad and highway grade separation—costs shown are for railroad portion only.
[4] Cost shown includes railroad work, construction of substructure and furnishing and erecting structural steel only.

TABLE 21.—DETAILED TABULATION OF STATE HIGHWAY CONTRACTS AWARDED DURING 1962, EXCLUSIVE OF FEDERAL-AID SECONDARY CONTRACTS.
PART A.—REGULAR CONSTRUCTION.

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE STATE

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 80	06-1B	Int.	Bureau	On FAI 80 over King Creek about ½ mi. north of Mineral		Dual bridges		$ 133,452.05
	06-1B-1			On FAI 80 over South Ditch about ⅛ mi. northeast of Mineral		Dual bridges		127,030.03
	06-1HB			On CH 10 over FAI 80 and King Creek about ¼ mi. north of Mineral		Comb. bridge & hwy. gr. sep. struct. excl. fur. of strl. st.		116,668.05
				In the vicinity of above structure	0.43	Flex. base, bit. surf. treat.	20	81,519.93
FAI 80	06-1B-3	Int.	Bureau	On FAI 80 over Coal Creek about 3 mi. northwest of Sheffield		Dual bridges, excl. fur. of strl. st.		136,416.59
FAI 80	06-1F-3	Int.	Bureau	On FAI 80 over Coal Creek about 3 mi. northwest of Sheffield		Fur. & fab. strl. st. for dual bridges		29,710.99
FAI 80	06-1HB-2	Int.	Bureau	On County Highway 29 over FAI 80 about 2 mi. northwest of Sheffield		Hwy. gr. sep. struct.		84,321.56
				At above structure	0.40	Flex. surface course	18	44,389.65
FAI 80	06-1HF	Int.	Bureau	On County Highway 10 over FAI 80 and King Creek about ¼ mi. north of Mineral		Fur. & fab. strl. st. for comb. bridge and hwy. gr. sep. struct.		29,962.30
FAI 80	06-2HB-1	Int.	Bureau	On Ill. 88 over FAI 80 about 1¾ mi. northeast of Sheffield		Hwy. gr. sep. struct., excl. fur. of strl. st.		218,643.54
	06-2SB	Int. G		On C&NW Ry. over FAI 80 about 1¾ mi. northeast of Sheffield		RR subway struct. excl. fur. of strl. st.		140,357.85
FAI 80	06-2HF-1	Int.	Bureau	On Ill. 88 over FAI 80 about 1¾ mi. northeast of Sheffield		Fur. & fab. strl. st. for hwy. gr. sep. struct.		31,794.81
FAI 80	06-2SF	Int. G	Bureau	On C&NW Ry. over FAI 80 about 1¾ mi. northeast of Sheffield		Fur. & fab. strl. st. for RR subway struct.		102,873.60
FAI 80	06-3B	Int.	Bureau	On FAI 80 over Maple Grove Creek about 2 mi. north of Wyanet		Dual bridges		129,441.40
FAI 80	06-3HB	Int.	Bureau	On Township Road 148 over FAI 80 about 2½ mi. northwest of Wyanet		Hwy. gr. sep. struct.		117,535.89
FAI 80	06-4B	Int.	Bureau	On FAI 80 over West Bureau Creek about 2 mi. north of Wyanet		Dual bridges, excl. fur. of strl. st.		198,007.46

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 80	06-4F	Int.	Bureau	On FAI 80 over West Bureau Creek about 2 mi. north of Wyanet		Fur. & fab. strl. st. for dual bridges		54,160.19
FAI 80	06-4F-1	Int.	Bureau	On FAI 80 over Bureau Creek about 2 mi. northwest of Princeton		Fur. & fab. strl. st. for dual bridges		70,588.42
FAI 80	06-4HB-1	Int.	Bureau	On FAI 80 over Bureau Creek about 2 mi. northwest of Princeton		Dual bridges, excl. fur. of strl. st.		403,268.10
	06-4HB			On Township Road 188 over FAI 80 about 4 mi. northwest of Wyanet		Hwy. gr. sep. struct.		87,287.83
FAI 80	06-5	Int.	Bureau	FAI 80 from about 1 mi. north of Princeton easterly	0.26 4.47	Flex. surf. course Dual PCC pavement	18 2@24	47,113.35 1,763,172.36
FAI 80	06-5HB	Int.	Bureau	On Ill. 26 over FAI 80 about 1 mi. north of Princeton		Hwy. gr. sep. struct.		82,367.00
		State-I		Non-Federal-aid portion of contract	0.60	PCC paved approaches	24	244,509.54
FAI 80	06-5HB-1	Int.	Bureau	On FAI 80 over US 34 about 1¾ mi. northeast of Princeton		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		4,960.00 128,786.55
	06-5VB	Int. G	Bureau	On FAI 80 over CB&Q RR about 2 mi. northeast of Princeton		Dual RR gr. sep. structs., excl. fur. of strl. st.		220,929.77
FAI 80	06-5HF-1	Int.	Bureau	On FAI 80 over US 34 about 1¾ mi. northeast of Princeton		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		30,865.26
FAI 80	06-5VF	Int. G	Bureau	On FAI 80 over CB&Q RR about 2 mi. northeast of Princeton		Fur. & fab. strl. st. for dual RR gr. sep. structs.		68,580.84
FAI 80	06-6B	Int.	Bureau	On FAI 80 over East Bureau Creek about 1¾ mi. south of Malden		Dual bridges, excl. fur. of strl. st.		172,006.78
FAI 80	06-6F	Int.	Bureau	On FAI 80 over East Bureau Creek about 1¾ mi. south of Malden		Fur. & fab. strl. st. for. dual bridges		39,909.11
FAI 80	06-6HB	Int.	Bureau	On SA 27 over FAI 80 about 3¼ mi. southwest of Malden		Hwy. gr. sep. struct.		75,327.98
				At above structure	0.28	Gr. or cr. stone approaches	20	40,531.30
FAI 80	06-6	Int.	Bureau	FAI 80 from northeast of Princeton to northwest of Seatonville	4.79	Dual PCC pavement	2@24	1,410,135.11
	6HB-1			On Township Road 322 over FAI 80 about 1½ mi. south of Malden		Hwy. gr. sep. struct.		89,215.00
FAI 80	06-6HB-2	Int.	Bureau	On SA 19 over FAI 80 about 2 mi. southeast of Malden		Hwy. gr. sep. struct.		73,896.86
				At above structure	0.31	Bit. surfaced approaches		56,033.30

FAI 80	06-7	Int.	Bureau	FAI 80 from about 2½ mi. northwest of Seatonville easterly to about ¾ mi. southwest of Ladd	4.40	Dual PCC pavement	2@24	1,449,500.99
FAI 80	06-7B	Int.	Bureau	On FAI 80 over Township Road 352 and Brush Creek about 3 mi. northeast of Seatonville		Dual comb. bridge & hwy. gr. sep. structs., excl. fur. of strl. st.		217,346.19
FAI 80	06-7F	Int.	Bureau	On FAI 80 over Township Road 352 and Brush Creek about 3 mi. northwest of Seatonville		Fur. & fab. strl. st. for dual comb. bridge and hwy. gr. sep. structs.		55,737.66
FAI 80	06-7B-1	Int.	Bureau	On FAI 80 over Negro Creek west of Ladd		Dual bridges, excl. fur. of strl. st.		213,620.83
	06-7VB	Int. G		On FAI 80 over C&NW Ry. and CMSt.P&P RR		Dual RR gr. sep. structs., excl. fur. of strl. st.		173,933.22
FAI 80	06-7F-1	Int.	Bureau	On FAI 80 over Negro Creek west of Ladd		Fur. & fab. strl. st. for dual bridges		61,511.26
	06-7VF	Int. G		On FAI 80 over C&NW Ry. and CMSt.P&P RR		Fur. & fab. strl. st. for dual RR gr. sep. structs.		51,162.67
FAI 80	06-7HB	Int.	Bureau	On Township Road 364 over FAI 80 about 1 mi. north of Seatonville		Hwy. gr. sep. struct.		86,955.50
				At above structure	0.27	Gr. or cr. stone approaches	18	45,753.09
FAI 80	06-7HB-1	Int.	Bureau	On Township Road 370 over FAI 80 about 1 mi. northeast of Seatonville		Hwy. gr. sep. struct.		95,514.15
				At above structure	0.23	Gr. or cr. stone approaches	18	11,706.80
FAI 80	(06, 50)8LS	Int.	Bureau-LaSalle	Along 19 mi. of FAI 80 from ¼ mi. south of Ladd easterly to City US 51	19.00	Highway landscaping		51,138.43
FAI 80	(06, 50)8, 50-2, 3, 4-1SG	Int.	Bureau-LaSalle	Along FAI 80 from interchange with Ill. 89 about ¼ mi. south of Ladd easterly to intersection with Ill. 23 about ¾ mi. north of Ottawa	20.95	Hwy. signing and delineators.		72,376.02
FAI 57	10-32	Int.	Champaign	FAI 57 from southwest of Savoy northerly to 1 mi. south of Staley	5.36	Dual PCC pavement	2@24	1,909,177.90
FAI 57	10-32-1	Int.	Champaign	On SA 18 adjacent to highway grade separation structure over FAI 57 about 6 mi. south of Staley	0.44	PCC paved approaches	22	92,586.51
FAI 57	10-32B-1	Int.	Champaign	On FAI 57 over Phinney Branch about 1½ mi. southwest of Champaign		Dual bridges		124,830.18
FAI 57	10-32HB	Int.	Champaign	On SA 18 over FAI 57 about 5 mi. northwest of Tolono (For balance of contract see Part A—Secondary—SA 18—Section 10-32B)		Hwy. gr. sep. struct.		98,552.47
FAI 57	10-32HB-1	Int.	Champaign	On SA 25 over FAI 57 about 3½ mi. southwest of Champaign		Hwy. gr. sep. struct.		70,737.26
FAI 57	10-32HB-2	Int.	Champaign	On township road over FAI 57 about 2 mi. southwest of Champaign		Bridge		72,274.34
FAI 57	10-33B	Int.	Champaign	On FAI 57 over Copper Slough about 1½ mi. west of Champaign		Dual bridges		106,438.70
FAI 57	10-33HB	Int.	Champaign	On Kirby Ave. Extension over FAI 57 about 1½ mi. west of Champaign		Hwy. gr. sep. struct.		84,216.62
FAI 74	(10-14, 6, 7)I	Int.	Champaign	Along FAI 74 and 6 interchanges from northwest city limit of Champaign to 2½ mi. west of Ogden	14.15	Bit. surf. treat. on exist. flex. shldrs.	2@4, 2@10	196,984.65
FAI 74	10-14LS	Int.	Champaign	Along FAI 74 from US 150 easterly to US 45 north of Champaign and Urbana	4.40	Highway landscaping		87,946.00

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 74	(10, 92-8, 92-9, 10)I	Int.	Champaign-Vermilion	Along FAI 74 and 3 interchanges from about 2½ mi. west of Ogden to 2½ mi. west of Danville	15.81	Bit. surf. treat. on exist. flex. shldrs.	2@4, 2@10	96,643.27
FAI 74	(10-6, 10-7, 10, 92-8)LS	Int.	Champaign-Vermilion	Along FAI 74 between Urbana and Fithian	16.12	Highway landscaping		112,358.90
FAI 55	0101-601HB	Int.	Cook	On west-bound US 66 (FAI 55) over 71st Street about ½ mi. northeast of Harvester		Hwy. gr. sep. struct., excl. fur. of strl. st.		144,377.95
FAI 55	0101-601HF	Int.	Cook	On west-bound lane of US 66 (FAI 55) over 71st Street about ½ mi. northeast of Harvester		Fur. & fab. strl. st. for hwy. gr. sep. struct.		59,613.62
FAI 55	207-0101T	FI	Cook	Northeast quadrant of interchange of County Line Road with US 66 (FAI 55) near Harvester		Drainage correction		43,572.80
FAI 55	1114-641AT, Part 1	Int.	Cook	Southwest Expressway (FAI 55) between Pulaski Road and Kedzie Ave. in Chicago	0.91	Roadway grading	100-275	466,550.00
		State-I		Non-Federal-aid portion of contract				9,000.00
FAI 80	1414-802HB	Int.	Cook	On 183rd Street over Moline Expressway (FAI 80) about 1 mi. south of Tinley Park		Hwy. gr. sep. struct., excl. fur. of strl. st.		139,217.81
				At above structure	0.42	Flex. base, bit. conc. surf. approaches	44, 24	176,903.23
FAI 80	1414-802HF	Int.	Cook	On 183rd Street over Moline Expressway (FAI 80) about 1 mi. south of Tinley Park		Fur. & fab. strl. st. for hwy. gr. sep. struct.		71,334.58
FAI 80	1415-803HB	Int.	Cook	On Central Avenue over Moline Expressway (FAI 80) about 1 mi. southeast of Tinley Park		Hwy. gr. sep. struct., excl. fur. of strl. st.		101,860.83
					0.32	Flex. base, bit. conc. surf.	24	126,453.19
FAI 80	1415-803HF	Int.	Cook	On Central Avenue over Moline Expressway (FAI 80) about 1 mi. southeast of Tinley Park		Fur. & fab. strl. st. for hwy. gr. sep. struct.		35,473.87
FAI 80	2425-711BR	Int.	Cook	On Torrence Avenue over Kingery Expressway (FAI 80) in Lansing		Reconst. of hwy. gr. sep. struct.		79,224.25
					0.07	Bit. paved approaches		21,034.30
		State-I		Non-Federal-aid portion of contract				93,188.48
FAI 80	2526-709I	Int.	Cook	Along Kingery Expressway (FAI 80) between Penn. RR and Burnham Ave. in Lansing	0.38	Highway fencing		6,812.39
FAI 90	0312-708W	Int.	Cook	Calumet Expressway (FAI 90) between 130th Street and Kingery Expressway in Chicago	5.63	Stabilized bit. conc. shldrs.	2@10	223,616.72
				Non-Federal-aid portion of contract	2.64	Colorphalt pavt. mixture	2@12	44,280.00
				(For balance of contract see Part B—Interstate-Urban—District 10)				
FAI 90	0912-704LS	Int.	Cook	Along South Expressway (FAI 90) from north of 111th St. to south of 130th St. in Chicago	2.90	Highway landscaping		80,885.50
		State-I		Non-Federal-aid portion of contract				17,050.00

FAI 90	2727-110PB	Int.	Cook	At Maplewood Ave. over Congress Street Expressway (FAI 90) and CTA Tracks in Chicago		Pedestrian bridge		128,236.87
FAI 90	3836-111-I, 3534-112-I	Int.	Cook	Congress Street Expressway (FAI 90) between Howard St. in Hillside and DesPlaines Ave. in Forest Park	4.29	Bit. conc. shldrs.	2@8.25	193,177.76
FAI 94	0303I & 0909I	Int.	Cook	Along Edens Expressway (FAI 94) between Devon Ave. and Touhy Ave. in Lincolnwood and from Winnetka Rd. southeasterly in Northfield	1.07	Highway fencing		10,327.65
FAI 94	2022-931LS	Int.	Cook	Along Dan Ryan Expressway (FAI 94) between 63rd Street and Pershing Road in Chicago	3.50	Highway landscaping		53,354.45
Various	Dist. 10 Traffic Signals '62-5	State-I	Cook	At intersection of Congress Street Expressway (FAI 90) with First Avenue		Traffic control signals		29,355.66
				(For balance of contract see Part A—Primary—Various Routes)				
FAI 55	(22-1, 2)LS, (207-0101)LS	Int.	Cook-DuPage	Along US 66 (FAI 55) from Will-DuPage County line northeasterly to County Line Road	7.30	Highway landscaping		138,444.75
FAI 90	(100, 0203)LS	Int.	Cook-DuPage	Along Congress Street Expressway (FAI 90) between Electric Ave. and Wolf Rd. in and east of Elmhurst	1.13	Highway landscaping		17,153.55
		State-I		Non-Federal-aid portion of contract				9,839.45
FAI 90	(100, 100-1)L, 22-3L	Int.	Cook-DuPage	Along FAI 90 from south of CA&E Ry. in Berkeley extending northwesterly	3.40	Highway lighting		319,668.95
				(For balance of contract see Part A—Primary—SBI 54, FA 6—Section (541-H)L, (4Y)L and for secondary portion see FAS 1135—Section VL—DuPage County in Local Roads and Streets Report)				
FAI 90	22-3	Int.	DuPage	Congress Street Expressway (FAI 90) near north limit of Elmhurst	0.52 0.59	Dual PCC pavement Dual PCC pavement	2@24 2@48	p328,045.72 p744,411.45
				(For balance of contract see Part A—Primary—FA 6—Section (4Y)R—and FAS Contracts in Local Roads and Streets Report—DuPage County—FAS Route 1135—Section (V)R)				
FAI 90	22-3HB	Int.	DuPage	On Ramp M over FAI 90 near north limit of Elmhusrt		Hwy. gr. sep. struct., excl. fur. of strl. st.		96,349.32
	22-3HB-1			On FAI 90 over York Road near north limit of Elmhurst		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		262,673.14
FAI 90	22-3HF	Int.	DuPage	On Ramp M over FAI 90 near north limit of Elmhurst		Fur. & fab. strl. st. for hwy. gr. sep. struct.		32,512.99
	22-3HF-1			On FAI 90 over York Road near north limit of Elmhurst		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		51,834.38
FAI 70	25-1-1	Int.	Effingham	FAI 70 from Fayette-Effingham County line easterly to about ½ mi. south of Altamont	3.13	Dual PCC pavement	2@24	1,360,033.87
FAI 70	(25-1, 25-2)LS	Int.	Effingham	Along FAI 70 between Altamont and Effingham	8.34	Highway landscaping		197,306.30
FAI 70	25(1, 2, 3, 4, 4-1, 5)I-1	Int.	Effingham	Along FAI 70 from south of Altamont to east of Montrose	23.73	Highway fencing		39,507.71
FAI 57	(25-6, 25-7)I	Int.	Effingham	Along FAI 57 from about 2¾ mi. northeast of Mason northerly	6.83	Highway fencing		11,371.18
FAI 70	(25-4-1, 25-5)LS	Int.	Effingham	Along FAI 70 from intersection of US 45 north of Effingham to Montrose	9.23	Highway landscaping		66,623.75

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 70	25-1B	Int.	Effingham	FAI 70 at Big Creek about 2 mi. southwest of Altamont		RC triple box culv.		48,039.67
	25-1HB-2			On Township Road 14 over FAI 70 about 1 mi. southwest of Altamont		Hwy. gr. sep. struct.		73,406.88
				At above structure	0.32	Flex. base, bit. treat. approaches		54,879.07
	25-1HB-1		Fayette	On Township Road 2 over FAI 70 about 2¼ mi. east of St. Elmo		Hwy. gr. sep. struct.		72,270.69
					0.23	Flex. base, bit. treat. approaches		48,651.63
FAI 70	(26-3, 4)I	Int.	Fayette	Along FAI 70 from US 40 east of Vandalia easterly	7.40	Highway fencing		46,793.41
FAI 70	26-3, 26-4, 26-3HB-4	Int.	Fayette	FAI 70 between Vandalia and St. Elmo	7.35	Dual PCC pavement	2@24	2,941,815.31
				On relocated Alt. US 40 over FAI 70		Hwy. gr. sep. struct., excl. fur. of strl. st.		78,293.80
FAI 70	26-3HF-4	Int.	Fayette	On relocated Alt. US 40 over FAI 70 about 2½ mi. southwest of Brownstown		Fur. & fab. strl. st. for hwy. gr. sep. struct.		28,152.96
FAI 70	26-4HB-1	Int.	Fayette	On Township Road 342 over FAI 70		Hwy. gr. sep. struct.		65,847.33
					0.38	Flex. base, bit. treat. approaches	18, 20	36,781.18
	26-4B-2			On FAI 70		RC double box culv. and RC triple box culv.		48,194.29
				On Township Road 342, all about ¾ mi. southwest of Brownstown				
	26-5HB-1		Fayette	On Township Road 454 over FAI 70 about 1¾ mi. southwest of St. Elmo		Hwy. gr. sep. struct.		78,588.40
				At above structure	0.27	Flex. base, bit. treat. approaches	18, 20	34,923.79
	26-5HB-3	Int.		On Township Road 516 over FAI 70 about 2 mi. southeast of St. Elmo		Hwy. gr. sep. struct.		73,404.94
				At above structure	0.28	Flex. base, bit. treat. approaches	18, 20	49,251.09
FAI 70	26-4HB-2	Int.	Fayette	On SA 2 over FAI 70 about ½ mi. south of Brownstown		Hwy. gr. sep. struct.		87,813.61
FAI 70	26-4HB-3	Int.	Fayette	On Township Road 422 over FAI 70 about 2 mi. east of Brownstown		Hwy. gr. sep. struct.		123,161.56
FAI 70	26-5-VB	Int. G	Fayette	On FAI 70 over C&EI RR about 1 mi. south of St. Elmo		Dual RR gr. sep. structs., excl. fur. of strl. st.		155,845.16
FAI 70	26-5-VF	Int. G	Fayette	On FAI 70 over C&EI RR about 1 mi. south of St. Elmo		Fur. & fab. strl. st. for dual RR gr. sep. structs.		30,630.14
FAI 70	26-5-1, 26-5B-1	Int.	Fayette	FAI 70 from south of St. Elmo northeasterly to Fayette-Effingham County line	2.70	Dual PCC pavement	2@24	1,382,650.69
						RC double box culv.		36,228.60

FAI 70	26-5	Int.	Fayette	On FAI 70 from about 1 mi. southwest of St. Elmo easterly	2.14	Dual PCC pavement	2@24	1,180,700.87
	26-5HB-2			On SA 7 over FAI 70		Hwy. gr. sep. struct.		124,395.36
FAI 70	(26-5, 26-5-1, 25-1-1)I	Int.	Fayette-Effingham	Along FAI 70 from about 2 mi. southwest of St. Elmo to south of Altamont	7.92	Highway fencing		14,714.34
		State-I		Non-Federal-aid portion of contract				3,574.46
FAI 57	28-1	Int.	Franklin	FAI 57 from Franklin-Jefferson County line southerly to near Ill. 183 west of Whittington	2.44	Dual PCC pavement	2@24	1,356,499.52
	28-1-1			FAI 57 west and southwest of Whittington	1.66	Dual PCC pavement	2@24	1,300,526.85
				At interchange with Ill. 37 Cross-Connector		4 ramps and RC double box culv.		95,871.78
FAI 57	28-1-2, 28-2	Int.	Franklin	FAI 57 from about 4 mi. north of Benton southerly	2.21	Dual PCC pavement	2@24	1,162,095.35
FAI 57	28-1B	Int.	Franklin	On FAI 57 over Gun Creek about 1¼ mi. northwest of Whittington		Dual bridges, excl. fur. of strl. st.		214,276.75
FAI 57	28-1F	Int.	Franklin	On FAI 57 over Gun Creek about 1¼ mi. northwest of Whittington		Fur. & fab. strl. st. for dual bridges		35,534.79
FAI 57	28-1HB	Int.	Franklin	On Franklin-Jefferson County Line Road over FAI 57 about 2½ mi. north of Whittington		Hwy. gr. sep. struct.		83,204.90
					0.49	Flex. surf. course	22	88,842.62
FAI 57	28-1HB-2	Int.	Franklin	On relocated Ill. 183 over FAI 57 about 1½ mi. southwest of Whittington		Hwy. gr. sep. struct.		95,551.40
FAI 57	28-2B	Int.	Franklin	On FAI 57 over Marcum Branch about 2½ mi. north of Benton		Dual bridges		180,734.94
	28-2HB-1			On SA 19 over FAI 57 about 2¾ mi. north of Benton		Hwy. gr. sep. struct.		76,365.84
				At above struture	0.35	Flex. base, bit. surf. treat. approaches	20, 18	40,534.61
FAI 57	28-3HB	Int.	Franklin	On DuQuoin Street over FAI 57 in Benton		Hwy. gr. sep. struct.		104,721.65
				At above structure	0.32	Flex. base, bit. surf. treat.	20	55,188.50
FAI 57	28-3HB-3	Int.	Franklin	On FAI 57 over Township Road 213 about 1 mi. south of West City		Hwy. gr. sep. struct.		56,891.15
				At above structure	0.21	Flex. surf.	18	13,071.43
FAI 57	28-3VB-1	Int. G	Franklin	On FAI 57 over MP RR siding about ½ mi. south of West City		Dual RR gr. sep. structs., excl. fur. of strl. st.		278,034.22
		Int.			0.27	Flex. surf.	12	10,021.00
FAI 57	28-3VF-1	Int. G	Franklin	On FAI 57 over MP RR siding about ½ mi. south of West City		Fur. & fab. strl. st. for dual RR gr. sep. structs.		65,746.50
FAI 57	28-4	Int.	Franklin	FAI 57 from about ½ mi. southwest of Benton southerly	3.57	Dual PCC pavement	2@24	1,558,757.00
		State-I		Non-Federal-aid portion of contract				3,035.50
FAI 57	28-4HB-1	Int.	Franklin	On SA 27 over FAI 57 about 2½ mi. south of Benton		Hwy. gr. sep. struct.		64,606.10
				At above structure	0.26	Flex. base, bit. surf. treat. approaches	20, 18	47,840.92
FAI 57	28-4HB-3	Int.	Franklin	On SA 26 over FAI 57 about 2 mi. south of Benton		Hwy. gr. sep. struct.		77,672.20
				At above structure	0.25	Flex. base, bit. surf. treat. approaches	22, 20	41,396.85
FAI 57	28-5F	Int.	Franklin	On FAI 57 over Middle Fork of Big Muddy River about 1½ mi. north of West Frankfort		Fur. & fab. strl. st. for dual bridges		93,726.30

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 57	28-5B	Int.	Franklin	On FAI 57 over Middle Fork of Big Muddy River about 1½ mi. north of West Frankfort		Dual bridges, excl. fur. of strl. st.		286,243.87
FAI 57	28-5HF-1	Int.	Franklin	On Ill. 149 over FAI 57 in West Frankfort		Fur. & fab. strl. st. for hwy. gr. sep. struct.		44,998.34
FAI 57	28-5HB-2	Int.	Franklin	On North Road over FAI 57 in West Frankfort		Hwy. gr. sep. struct.		128,558.25
FAI 57	28-5TS	Int.	Franklin	On Ill. 149 at intersection with FAI 57 ramps in and west of West Frankfort		Traffic control signals		16,301.10
FAI 57	28-5VB	Int.	Franklin	On FAI 57 over C&EI RR and 7th Street at north limit of West Frankfort		Dual comb. RR-hwy. gr. sep. structs., excl. fur. of strl. st.		98,007.59
		Int. G						89,307.75
FAI 57	28-5VF	Int.	Franklin	On FAI 57 over C&EI RR and 7th Street at north limit of West Frankfort		Fur. & fab. strl. st. for dual comb. RR-hwy. gr. sep. structs.		17,691.38
		Int. G						17,691.38
FAI 57	28-5-4	Int.	Franklin	FAI 57 north of West Frankfort	1.05	Dual PCC pavement	2@24	842,190.27
FAI 80	32(2HBK, 2, 3)LS	Int.	Grundy	Along FAI 80 from about 1½ mi. east of LaSalle-Grundy County line easterly	10.46	Highway landscaping		71,493.54
FAI 80	(32, 47)4LS	Int.	Grundy-Kendall	Along FAI 80 from 3 mi. northeast of Morris to Will County line at Minooka	7.56	Highway landscaping		69,907.46
FAI 80	37-5HB	Int.	Henry	On Township Road 330 over FAI 80 about ½ mi. southwest of Atkinson		Hwy. gr. sep. struct.		72,232.98
				At above structure	0.33	Flex. base, bit. surf. treated approaches	18-18	55,432.50
FAI 80	37-5, 5HB-1	Int.	Henry	FAI 80 from about 1 mi. west of Atkinson to about 2 mi. northwest of Annawan	5.48	Dual PCC pavement	2@24	2,510,926.23
				On County Highway 5 over FAI 80		Hwy. gr. sep. struct.		101,388.80
FAI 80	37-5HB-2	Int.	Henry	On Township Road 376 over FAI 80 about 1½ mi. southeast of Atkinson		Hwy. gr. sep. struct.		69,778.25
				At above structure	0.33	Flex. base, bit. surf. treated approaches	18-18	43,903.07
FAI 80	37-5HB-4	Int.	Henry	On Township Road 400A over FAI 80 about 2½ mi. northwest of Annawan		Hwy. gr. sep. struct.		73,798.30
				At above structure	0.31	Flex. base, bit. surf. treated approaches	18-18	60,517.05
FAI 80	37-6	Int.	Henry	FAI 80 from about 2 mi. northwest to 2 mi. east of Annawan	4.80	Dual PCC pavement	2@24	1,717,816.24
FAI 57	46-4HBK	Int.	Kankakee	On US 52 over FAI 57 about 2 mi. south of Kankakee		Hwy. gr. sep. struct., excl. fur. of strl. st.		119,876.68
				FAI 57 from about 0.60 mi. east of US 52 westerly and southwesterly	1.07	PCC pavement	24, 2@24	931,463.71
				In vicinity of FAI 57 interchange with US 52 south of Kankakee		Traffic control signals		11,389.21

FAI 57	46-4HF	Int.	Kankakee	On US 52 (SBI 49) over FAI 57 about 2 mi. south of Kankakee		Fur. & fab. strl. st. for hwy. gr. sep. struct.		40,997.50
FAI 74	48-27A, 27HB-1, 27SB	Int.	Knox	FAI 74 about ¾ mi. east of Galesburg	0.76	Earth grading	136	214,708.65
				On Knox Street over FAI 74		Hwy. gr. sep. struct., excl. fur. of strl. st.		82,769.18
				On CB&Q RR Spur Line over FAI 74		RR subway struct., excl. fur. of strl. st.		171,398.60
FAI 74	48-27HB	Int.	Knox	On FAI 74 over Main Street about ¼ mi. east of Galesburg		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		178,168.83
FAI 74	48-27HF	Int.	Knox	On FAI 74 over Main Street about ¼ mi. east of Galesburg		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		39,672.07
FAI 74	48-27HF-1	Int.	Knox	On Knox Street over FAI 74 about ¾ mi. east of Galesburg		Fur. & fab. strl. st. for hwy. gr. sep. struct.		32,877.13
	48-27SF	Int. G		On CB&Q RR-Spur Line over FAI 74 about ¾ mi. east of Galesburg		Fur. & fab. strl. st. for RR subway struct.		50,642.02
FAI 74	48-27HB-2	Int.	Knox	On Township Road 90 over FAI 74 about ½ mi. south of East Galesburg		Hwy. gr. sep. struct.		117,360.72
				At above structure	0.32	Flex. surf. approaches		48,694.48
FAI 74	48-27HB-5	Int.	Knox	On FAI 74 over Township Road 205 about ½ mi. north of Knoxville		Dual hwy. gr. sep. structs.		168,538.10
FAI 74	48-27HB-6	Int.	Knox	On relocated US 150 over FAI 74 about 1 mi. east of Knoxville		Hwy. gr. sep. struct.		120,858.55
FAI 80	(50-4, 5, 6; 32-1)LS	Int.	LaSalle-Grundy	Along FAI 80 from interchange with Ill. 23 north of Ottawa easterly to about 1½ mi. east of LaSalle-Grundy County line	14.30	Highway landscaping		132,727.50
FAI 70	60(7, 8, 9)I	Int.	Madison	FAI 70 from Black Lane northeasterly to ¾ mi. southwest of Junction with US 66 and 40 west of Troy	6.96	Bit. surf. treat., soil cement shldrs.	2@4, 2@10	409,230.58
		State-I		Non-Federal-aid portion of contract				9,615.40
FAI 70	(60-7, 8, 9)LS	Int.	Madison	Along FAI 70 between Black Lane west of Collinsville and US 40 west of Troy	6.19	Highway landscaping		257,834.60
		State-I		Non-Federal-aid portion of contract				58,141.50
FAI 70	60-13B	Int.	Madison	On FAI 70 over East Fork of Silver Creek about 2½ mi. north of Highland		Dual bridges, excl. fur. of strl. st.		187,511.83
					0.80	Roadway grading		306,812.02
FAI 70	60-13F	Int.	Madison	On FAI 70 over East Fork of Silver Creek about 2½ mi. north of Highland		Fur. & fab. strl. st. for dual bridges		38,959.75
FAI 270	60-B	Int.	Madison	On FAI 270 over Mississippi River at Chain of Rocks about 6 mi. west of Mitchell		Bridge substructure		1,593,750.20
		State of Mo.	Madison	State of Missouri's portion of contract				1,593,750.20
FAI 270	60-1B	Int.	Madison	On FAI 270 over Chain of Rocks Canal about 2 mi. west of Mitchell		Substructures for dual bridges		1,867,938.34
FAI 270	60-2	Int.	Madison	FAI 270 from about 2½ mi. west of Mitchell easterly	1.49	Dual PCC pavement	2@24	3,189,956.52

TABLE 21.—Continued.
PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 270	60-2HB	Int.	Madison	On FAI 270 over relocated Alt. US 67 (FA 151) about 2 mi. west of Mitchell		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		328,390.48
FAI 270	60-2HF	Int.	Madison	On FAI 270 over relocated Alt. US 67 about 2 mi. west of Mitchell		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		92,818.64
FAI 270	60-2VHB	Int.	Madison	On FAI 270 over IT RR and Alt. US 67 (FA 151) about 1 mi. west of Mitchell		Dual comb. RR-hwy. gr. sep. structs., excl. fur. of strl. st.		235,486.20
		Int. G						215,088.44
FAI 270	60-2VHF	Int.	Madison	On FAI 270 over IT RR and Alt. US 67 about 1 mi. west of Mitchell		Fur. & fab. strl. st. for dual comb. RR-hwy. gr. sep. structs.		28,801.09
		Int. G						28,801.09
FAI 270	60-3	Int.	Madison	FAI 270 from Mitchell easterly (For balance of contract see Part B—Rural—District 8—FA 132—Section 5-10 and 6-3)	1.56	Dual PCC pavement	2@24	1,590,657.95
FAI 270	60-4HB, 4B, 4B-1	Int.	Madison	On Poag Road over FAI 270		Hwy. gr. sep. struct.		79,525.98
				Over County Ditch	0.38	Bit. surf. approaches		144,502.20
				Over County Ditch on FAI 270 all about 3¾ mi. east of Mitchell		Bridge		35,050.10
	60-4SB	Int. G		On IT RR over FAI 270 about 3¾ mi. east of Mitchell		Dual bridges		90,716.20
FAI 270	60-4HB-I	Int.	Madison	On Ill. 157 over FAI 270 about ¾ mi. west of Glen Carbon		RR subway struct.		228,904.40
FAI 270	60-4HF-1	Int.	Madison	On Ill. 157 over FAI 270 about ¾ mi. west of Glen Carbon		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		267,988.38
FAI 55	57-4	Int.	McLean	Ramp at intersection with US 66 about 3 mi. northeast of Normal		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		47,435.44
FAI 55	57-4HB-2	Int.	McLean	On Section 14 West Line Road overFAI 55 about 1 mi. northeast of Normal	1.09	PCC pavement	24	310,241.08
				At above structure		Hwy. gr. sep. struct.		77,309.53
FAI 55	57-4VB	Int. G	McLean	On FAI 55 over IC RR about 1 mi. north of Normal	0.32	Flex. surf. approaches	18	65,211.75
	47-4HB-3	Int.		On FAI 55 over Linden Street about 1⅛ mi. north of Normal		Dual RR gr. sep. structs., excl. fur. of strl. st.		139,610.97
FAI 55	57-4HB-4	Int.	McLean	On FAI 55 over US 51 about 1½ mi. north of Normal		Dual hwy. gr. sep. structs.		149,950.40
FAI 55	57-4HF-4	Int.	McLean	On FAI 55 over US 51 about 1½ mi. north of Normal		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		222,646.07
						Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		58,086.06

FAI 55	57-4(I)	Int.	McLean	Along Lake Bloomington Road at intersection with US 66 (FAI 55) about 3 mi. northeast of Normal	0.14	Water main tunnels and storm sewers		113,970.67
FAI 55	57-4VF	Int. G	McLean	On FAI 55 over IC RR about 1 mi. north of Normal		Fur. & fab. strl. st. for dual RR gr. sep. structs.		27,001.35
FAI 55	57-5HB	Int.	McLean	On FAI 55 over Ramps C and E at interchange with FAI 74 about 1½ mi. northwest of Bloomington		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		153,786.87
FAI 55	57-5HF	Int.	McLean	On FAI 55 over Ramps C and E at interchange with FAI 74 about 1½ mi. northwest of Bloomington		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		38,911.37
FAI 55	57-5HB-1	Int.	McLean	On Yuton Road over FAI 55 about 1 mi. northwest of Normal		Hwy. gr. sep. struct.		143,143.06
FAI 55	57-6HB-1	Int.	McLean	On FAI 55 over Washington St. about ½ mi. west of Bloomington		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		179,163.64
	57-6VB	Int. G		On FAI 55 over NYC RR about ½ mi. west of Bloomington		Dual RR gr. sep. structs., excl. fur. of strl. st.		194,014.91
FAI 55	57-6HF-1	Int.	McLean	On FAI 55 over Washington St. about ½ mi. west of Bloomington		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		39,147.60
	57-6VF	Int. G		On FAI 55 over NYC RR about ½ mi. west of Bloomington		Fur. & fab. strl. st. for dual RR gr. sep. structs.		28,371.35
FAI 55	57-5HB-2	Int.	McLean	On FAI 55 over Sudduth Road about ¼ mi. west of Normal		Dual hwy. gr. sep. structs.		185,802.68
FAI 74	Dist. 4 Building Demolition '62-2	State-I	Peoria	Right-of-way of FAI 74 at interchange with US 150 northeast of Peoria		Removal of 5 buildings		1,625.00
				(For balance of contract see Part A—Primary—Tazewell County—FA Route 10—Section Dist. 4 Building Demolition '62-2)				
FAI 74	72-5HB	Int.	Peoria	On Kickapoo Road over FAI 74 about 1 mi. south of Kickapoo		Hwy. gr. sep. struct., excl. fur. of strl. st.		179,766.03
FAI 74	72-5HF	Int.	Peoria	On Kickapoo Road over FAI 74 about 1 mi. south of Kickapoo		Fur. & fab. strl. st. for hwy. gr. sep. struct.		26,318.40
FAI 74	72-5HB-1	Int.	Peoria	On Gilles Road over FAI 74 about 3 mi. southeast of Kickapoo		Hwy. gr. sep. struct.		97,209.05
				At above structure	0.18	Flex. surf. course	16	18,629.55
FAI 74	72-5HB-2	Int.	Peoria	On Heinz Road over FAI 74 about 3½ mi. southeast of Kickapoo		Hwy. gr. sep. struct.		157,090.53
FAI 74	72-5HB-3	Int.	Peoria	On Koerner Road over FAI 74 about 4 mi. east of Edwards		Hwy. gr. sep. struct.		153,747.07
				In vicinity of above structure	0.11	Flex. base, bit. surf. treat	22, 20	5,212.42
	72-5B			Near above structure		Metal pipe culvert		81,383.10
FAI 74	72-7HB	Int.	Peoria	On Sterling Avenue (FAS 1399) over FAI 74 about 1 mi. northwest of Peoria		Hwy. gr. sep. struct., excl. fur. of strl. st.		88,437.07
				At above structure	0.16	Flex. base, bit. conc. surf.	22, 20	49,896.89
				(For balance of contract see Part A—Secondary—FAS Route 1399—Section 38-1-1B—Peoria County)				

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 74	72-7HF, 38-1-1F	Int.	Peoria	On Sterling Ave. (FAS 1399) over FAI 74 about 1 mi. northwest of Peoria		Fur. & fab. strl. st. for hwy. gr. sep. struct.		37,677.20
FAI 74	72-7HB-1	Int.	Peoria	On US 150 connection over FAI 74 near the northwest limit of Peoria		Hwy. gr. sep. struct., excl. fur. of strl. st.		166,036.20
FAI 74	72-7HF-1	Int.	Peoria	On US 150 connection over FAI 74 near northwest limit of Peoria		Fur. & fab. strl. st. for hwy. gr. sep. struct.		46,494.20
FAI 74	72-8, 8HB, 8HB-1, 8HB-4, 8HB-5	Int.	Peoria	FAI 74 between North Maplewood Avenue extended and Knoxville Avenue in Peoria	1.36	Dual PCC pavement	2@24	1,778,017.24
					0.50	Hydraulic flume		1,434,419.18
				On University, Broadway, North and Bigelow Streets all over FAI 74 in Peoria		4 hwy. gr. sep. structs., excl. fur. of strl. st.		487,164.43
FAI 74	72-8HF, 1, 4, 5	Int.	Peoria	On University, Broadway, North and Bigelow Streets each over FAI 74 all in Peoria		Fur. & fab. strl. st. for 4 hwy. gr. sep. structs.		132,692.40
FAI 74	72-8HL	Int.	Peoria	Along FAI 74 from west of University Street to near Columbia Terrace and the interchange with University Street in Peoria	1.30	Highway lighting		88,527.20
FAI 74	72-8I	Int.	Peoria	On FAI 74 at University Street interchange in Peoria	0.33	Sanitary sewer construction		121,953.88
FAI 74	72-9-I-1	Int.	Peoria	Along 0.90 mi. of FAI 74 between Columbia Terrace and Washington St. in Peoria	0.90	Highway fencing		17,813.66
FAI 74	72-9(T, I), 90(11, 14-1)I	Int.	Peoria-Tazewell	FAI 74 from intersection of Columbia Terrace and Knoxville Ave. in Peoria easterly	2.44	Bit. surf. treat. on exist. flex. shldrs.	4, 8, 10	119,228.30
FAI 74	72(9, 10)SG, 90(10, 11, 13, 14-1, 14, 15, 15-1)SG	Int.	Peoria-Tazewell	Along FAI 74 between Peoria and Morton	16.80	Traffic signing		154,522.11
		State-I		Non-Federal-aid portion of contract				25,892.28
				(For balance of contract see Part A—Primary—Section 12SG—FA 10 Spur—Tazewell County)				
FAI 57	77-1HB-1	Int.	Pulaski	On Perks Road (SA 5) over FAI 57 about 2 mi. northeast of Ullin		Hwy. gr. sep. struct.		82,152.30
				At above structure	0.31	Flex. base, bit. surf. treat. approaches		85,827.27
FAI 280, 74, 80	81-2SG, I(81-2, 3; 37-1, 2; 37-2, 2-1, 3, 4)SG	Int.	Rock Island-Henry	Along FAI 280, 74 and 80 between Milan and Atkinson	26.97	Signing, delineators and hwy. fencing		73,809.73

FAI 55	84-2-1	Int.	Sangamon	FAI 55 from about 2 mi. northeast of Sherman southerly to Sangamon River	3.82	Dual PCC pavement	2@24	1,716,316.84
						Pumping station		21,902.70
		State-I		Non-Federal-aid portion of contract				1,526.43
FAI 55	84-2-2	Int.	Sangamon	FAI 55 from Sangamon River Bridge southerly	2.52	Dual PCC pavement	2@24	2,253,837.7
		State-I		Non-Federal-aid portion of contract				1,254.40
				(For balance of contract see Part B—Rural and Part B—Urban—Dist. 6—FA 161—Section 84-3 (R, RS)				
FAI 55	84-3-1	Int.	Sangamon	US 66 (FAI 55) about 2 mi. south of Springfield	1.58	Dual PCC pavement	2@24	1,512,881.47
				(For balance of contract see Part A—Primary—FA 196—Section 2A)				
FAI 55	84-3HB-1	Int.	Sangamon	On FAI 55 over Ill. 29 east of Springfield		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		245,278.70
	84-3-2			FAI 55 from north of Ill. 125 east of Springfield southwesterly	4.99	Dual PCC pavement	2@24	4,539,977.09
				(For balance of contract see Part B—Interstate—Rural—FAI 55—Section 84-3HB-1 and Part B—Primary—Rural—FA 49 and 25—Sections 19X-3 and 8(X ,RS-1))				
FAI 55	84-3HF-1	Int.	Sangamon	On FAI 55 over Ill. 29 east of Springfield		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		95,539.92
FAI 55	84-3HB-2	Int.	Sangamon	On East Lake Shore Drive over FAI 55 at southwest limits of Springfield		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		125,205.20
				At above structures	0.61	Rigid base, bit. conc. surf. approaches	2@24	340,517.85
FAI 55	84-3HF-2	Int.	Sangamon	On East Lake Shore Drive over FAI 55 at southeast limits of Springfield		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		78,575.53
FAI 55	84-3HB-3	Int.	Sangamon	On West Lake Shore Drive over FAI 55 about 2 mi. southeast of Springfield		Hwy. gr. sep. struct.		125,094.04
				At above structure	0.27	Flex. base, bit. surf. treat. approaches	24-24	45,349.50
		State-I		Non-Federal-aid portion of contract				610.00
FAI 55	84-3HB-5	Int.	Sangamon	FAI 55 in vicinity of Hazel Dell Road about 1½ mi. south of Springfield		Right-of-way clearance		58,561.00
						Utility adjustments		7,455.00
				(For balance of contract see Part A—Primary—FA 196—Section 84-3HB-5)				
FAI 55	84-3I-SB	Int. G	Sangamon	On B&O RR over Ill. 29 about 1½ mi. east of Springfield		RR subway struct., excl. fur. of strl. st.		55,533.00
	84-3I			B&O RR east of Springfield		RR relocation		73,237.50
FAI 55	84-3I-SF	Int. G	Sangamon	On B&O RR over Ill. 29 about 1½ mi. east of Springfield		Fur. & fab. strl. st. for RR subway struct.		61,198.80
FAI 55	84-3SB-1	Int. G	Sangamon	On IC RR over FAI 55 about 1½ mi. southeast of Springfield		RR subway struct., excl. fur. of strl. st.		109,476.80
FAI 55	84-3SF-1	Int. G	Sangamon	On IC RR over FAI 55 about 1½ mi. southeast of Springfield		Fur. & fab. strl. st. for RR subway struct.		74,472.75

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 70	82-1, 82-2	Int.	St. Clair	East St. Louis Expressway (FAI 70) from Summit Avenue to east of Exchange Avenue in East St. Louis	0.73	Dual PCC pavement	2@48	1,851,341.00
						Retaining walls		72,364.60
		State-I				Traffic signals		540.00
					0.73	Highway lighting		11,300.00
						Demolition of pumping station		2,500.00
FAI 70	(82-1, 82-2)HL	Int.	St. Clair	East St. Louis Expressway (FAI 70) between Missouri Avenue and Lynch Avenue in East St. Louis	1.37	Highway lighting		190,550.53
FAI 70	(82-1, 82-2)SG	Int.	St. Clair	Along East St. Louis Expressway between Missouri Avenue and Lynch Avenue in East St. Louis	1.38	Hwy. traffic signing		108,296.26
		State-I		Non-Federal-aid portion of contract				11,674.85
FAI 70	82-5HL	Int.	St. Clair	On FAI 70 at interchange with Alt. US 67 near East St. Louis	0.85	Highway lighting		113,043.32
				(For balance of contract see Part A—Primary—FA 4—Section 581-HL)				
FAI 74	90-15I	Int.	Tazewell	Along FAI 74 from ½ mi. north of Morton easterly to US 150	6.74	Bit. treated stabilized shldrs.	2@4, 2@10	144,498.84
FAI 74	90-11-I-2, 90(14-1)I-1, 90(13, 14, 15-1)I	Int.	Tazewell	Along FAI 74 in and southeast of East Peoria	7.42	Highway fencing		65,836.94
FAI 57	91-2LS	Int.	Union	Along FAI 57 from south of Lick Creek to about 1 mi. north of Ill. 146	5.66	Highway landscaping		89,410.00
		State-I		Non-Federal-aid portion of contract				5,644.00
FAI 74	(92-9, 92-10)LS	Int.	Vermilion	Along FAI 74 from about 1 mi. northwest of Fithian easterly to near intersection of US 150	10.13	Highway landscaping		71,815.35
FAI 74	92-11F	Int.	Vermilion	On FAI 74 over Vermilion River about 1 mi. south of Hillery		Fur. & fab. strl. st. for dual bridges		244,147.20
FAI 74	92-11HB	Int.	Vermilion	On Batestown Road over FAI 74 about 3 mi. northwest of Tilton		Hwy. gr. sep. struct.		94,312.00
				At above structure	0.24	PCC pavement approaches	20	99,577.15
FAI 74	92-11HB-1	Int.	Vermilion	On Mauck Lane over FAI 74		Hwy. gr. sep. struct.		72,209.12
					0.07	Flex. base, bit. conc. surf. approaches	20-18	8,906.02
	92-11B			On FAI 74 over Vermilion River		Dual bridges, excl. fur. of strl. st.		539,868.00
				On FAI 74	0.35	Roadway grading	112	201,566.14
				All about 1 mi. south of Hillery				
FAI 74	92-11HB-3	Int.	Vermilion	On FAI 74 over "G" Street in Tilton		Dual hwy. gr. sep. structs.		151,562.75
	92-11HB-4			On County Highway 7 (Catlin Road) over FAI 74 in Tilton		Hwy. gr. sep. struct.		182,566.93
	92-11VB-1			On FAI 74 over NYC RR in Tilton		Dual RR gr. sep. structs.		121,836.93
					0.15	Flex. base, bit. surf. treat.		14,504.79
		Int. G						127,148.56

FAI 74	92-12B	Int.	Vermilion	On FAI 74 over Vermilion River		Dual bridges, excl. fur. of strl. st.		520,318.76
	92-12HB-1			On Perrysville Road over FAI 74 both near south limit of Danville		Hwy. gr. sep. struct., excl. fur. of strl. st.		83,927.36
					0.18	Roadway grading	112	76,960.18
					0.45	Conc. paved approaches	22	103,415.57
FAI 74	92-12F	Int.	Vermilion	On FAI 74 over Vermilion River		Fur. & fab. strl. st. for dual bridges		200,732.06
	92-12HF-1			On Perrysville Road over FAI 74 both near south limit of Danville		Fur. & fab. strl. st. for hwy. gr. sep. struct.		53,175.36
FAI 74	92-12F-1	Int.	Vermilion	On FAI 74 over Stony Creek		Fur. & fab. strl. st. for dual bridges		51,906.56
	92-12VF	Int. G		On FAI 74 over C&EI RR all near east limit of Danville		Fur. & fab. strl. st. for dual RR gr. sep. structs.		31,172.61
FAI 74	92-12B-2	Int.	Vermilion	On FAI 74 at Lick Creek about 1 mi. east of Danville		Bridge		153,951.70
FAI 74	92-12HB-2	Int.	Vermilion	On Bowman Ave. over FAI 74 in Danville		Hwy. gr. sep. struct., excl. fur. of strl. st.		89,583.51
FAI 74	92-12HF-2	Int.	Vermilion	On Bowman Ave. over FAI 74 in Danville		Fur. & fab. strl. st. for hwy. gr. sep. struct.		35,143.00
FAI 74	92-12HB-4	Int.	Vermilion	FAI 74 near east limit of Danville	0.42	Earth grading	136	88,179.34
		State-I		Non-Federal-aid portion of contract				21.00
		Int.		On FAI 74 over Griffin Street in Danville		Dual hwy. gr. sep. structs.		136,929.22
				On Griffin Street at FAI 74	0.11	Flex. base, bit. surf. treat.	22, 20	3,963.78
	92-12B-1	Int.		On FAI 74 over Stony Creek		Dual bridges, excl. fur. of strl. st.		196,830.11
	92-12VB	Int. G		On FAI 74 over C&EI RR		Dual RR gr. sep. structs., excl. fur. of strl. st.		162,881.93
				FAI 74 near C&EI RR		Drainage const.		8,408.00
		State-I		Non-Federal-aid portion of contract				14.00
				All near east limit of Danville				
FAI 74	92-12HB-5	Int.	Vermilion	On Brewer Road over FAI 74 about 2 mi. east of Danville		Hwy. gr. sep. struct.		87,687.10
FAI 74	92-12VB-1	Int.	Vermilion	On FAI 74 over C&EI RR about 2 mi. east of Danville		Dual RR gr. sep. structs., excl. fur. of strl. st.		92,520.06
		Int. G						167,674.26
		State-I		Non-Federal-aid portion of contract				6,786.25
FAI 74	92-12VF-1	Int.	Vermilion	On FAI 74 over C&EI RR about 2 mi. east of Danville		Fur. & fab. strl. st. for dual RR gr. sep. structs.		35,463.12
		Int. G						63,045.49
FAI 55	(99-1)LS	Int.	Will	Along US 66 (FAI 55) from US 30 northeasterly to Will-DuPage County line	11.41	Highway landscaping		86,846.29
FAI 55	(99-1 & 2)AC & (22-2)AC	Int.	Will-DuPage	Along frontage roads of FAI 55 between Braidwood and Will-DuPage County line	13.02	Cable road guard		68,005.84

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 55	99(1, 2)AC-RS, 22(1, 2)AC-RS, 207-0101AC-RS, (99-1)I-1	State-I	Will-DuPage-Cook	Frontage roads along FAI 55 from north of Braidwood to east of DuPage-Cook County line	15.10	Bit. surf. treat.	18, 20	59,147.10
FAI 55	99-2LS	Int.	Will	Along FAI 55 from Kankakee River southerly to Will-Grundy County line	6.86	Highway landscaping		88,586.77
FAI 55	(99-2)LS-1	Int.	Will	Along US 66 (FAI 55) from near FAI 80 southerly to Kankakee River	8.44	Highway landscaping		178,099.90
FAI 55	99-2VB-R	Int. G	Will	On north-bound lane US 66 (FAI 55) over CRI&P RR about 4½ mi. southwest of Joliet		Deck replacement on RR gr. sep. struct.		321,271.43
FAI 80	99-1LS	Int.	Will	Along FAI 80 from Will-Grundy County line northeasterly to east of US 66	3.89	Highway landscaping		52,188.50
FAI 80	99-3B	Int.	Will	On FAI 80 over Des Plaines River in Joliet		Substructures for dual bridges		1,013,521.01
FAI 80	(99-3, I-D-2, 10)DM	Int.	Will	Right-of-way of FAI 80		Removal of 269 buildings		86,426.00
				(For balance of contract see Part A—Primary—FA Route 8 and 61)				
FAI 57	X1(4, 4-1, 5, 6-3)SG: X1(6-2, 7-1)SG-1	Int.	Williamson	Along FAI 57 between Johnston City and Marion	6.22	Delineators		26,621.06
					0.82	Highway signing		6,906.44
		State-I		Non-Federal-aid portion of contract				1,388.36
FAI 57	X1(6, 6-1, 6S, 7)LS	Int.	Williamson	Along 5.80 mi. of FAI 57 from IC RR at Marion southerly	5.80	Highway landscaping		143,871.30
		State-I		Non-Federal-aid portion of contract				10,298.80
FAI 57	(X1-6-2, X1-6-3)LS	Int.	Williamson	Along 1.04 mi. of FAI 57 about ¾ mi. northwest of Marion	1.04	Highway landscaping		136,547.75
		State-I		Non-Federal-aid portion of contract				9,011.50
FAI 57	(X1-7-1, X1-8)LS	Int.	Williamson	Along FAI 57 west and north of Pulleys Mill	4.02	Highway landscaping		70,806.75
		State-I		Non-Federal-aid portion of contract				6,580.50
FAI 90	(X2-1)LS	Int.	Winnebago	Along FAI 90 from Illinois-Wisconsin State line to Rockton Road	2.54	Highway landscaping		38,039.50
				(For balance of contract see Table A—Primary—FA 188—Section 6LS)				
				Total Federal-aid interstate highway contracts awarded by the State, Part A				$83,286,795.84

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY COOK COUNTY.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 57	068-1919.A-CF	EBI	Cook	Right-of-way of FAI 57 between 115th Street and 112th Place		Building removal		$ 8,550.00
FAI 57	068-2020.A-CF	EBI	Cook	Right-of-way of FAI 57 between 112th Place and 111th Street		Building removal		4,900.00
FAI 57	068-2121.1A-CF	EBI	Cook	Right-of-way of FAI 57 betaeen 107th Street and 103rd Street		Building removal		12,104.00
FAI 57	068-2121.2A-CF	EBI	Cook	Right-of-way of FAI 57 between 107th Street and 111th Street		Building removal		21,962.00
FAI 57	068-2223-CF	EBI	Cook	On Halsted Street over west leg of South Route Expressway (FAI 57)		Hwy. gr. sep. struct.		455,128.48
FAI 57	068-2323.8-CF	EBI	Cook	On C&WI RR over west leg of South Expressway near 99th Street		RR subway struct.		345,832.29
FAI 57	068-2323.9-CF	EBI	Cook	On Parnell Avenue over west leg of South Expressway		Hwy. gr. sep. struct.		307,029.34
FAI 94, 90	066-1919.7-CF, 066-1919.7A-CF	EBI	Cook	On FAI 94 from 63rd Street to 66th Street and on FAI 90 from 66th Street to 69th Street		Expressway lighting		117,523.00
FAI 94	066-1919.12A-CF	EBI	Cook	CTA Substation on South Wentworth Avenue		Building removal		7,200.00
FAI 90	066-1315.1-CF	EBI	Cook	Along South Expressway (FAI 90) from 96th Street to Cottage Grove Avenue		Expressway lighting		136,745.00
FAI 57	068-2323-CF, 068-2323.7-CF	EBI	Cook	West leg South Expressway (FAI 57) from Halsted Street to 96th Street	1.12	PCC pavement	2@24	1,569,552.18
FAI 90	062-3438.1-CF, 062-2730.2-CF	EBI	Cook	Along Congress Street Expressway (FAI 90) between Elm Street and 1st Avenue and between Laramie Avenue and Sacramento Boulevard		Expressway signing		264,878.28
FAI 55	207-0711.2A-CF	EBI	Cook	Along Southwest (I & M Canal) Expressway from Harlem Avenue to Cicero Avenue	3.57	Grading, main drain		2,014,613.55
FAI 90	066-1213.3-CF	EBI	Cook	Along Dan Ryan Expressway (FAI 90) from Cottage Grove Avenue to 109th Street and Doty Avenue		Expressway lighting		121,973.00
				Total Federal-aid interstate highway contracts awarded by Cook County				$5,387,991.12

TABLE 21.—Continued.
PART A.—Continued.

FEDERAL-AID INTERSTATE CONTRACTS AWARDED BY THE CITY OF CHICAGO.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 94	S-2324.6-1P	Int.	Cook	On South Expressway (FAI 94) from 35th Street to 28th Place	0.81	Grading, paving, lighting & landscaping		$6,987,080.00
FAI 94	S-2525.3-4H	Int.	Cook	On South Expressway (FAI 94) from 18th Street to Cermak Road		Hwy. elevated substructure		2,372,228.00
FAI 94	S-2525.3-4HF	Int.	Cook	On South Expressway (FAI 94) from 18th Street to Cermak Road		Fabricating & erecting strl. st. for hwy. elevated substructure		1,798,333.20
FAI 94	S-2525.3-2H	Int.	Cook	On South Expressway (FAI 94) from West 16th to West 15th Streets		Hwy. elevated structure		1,854,222.00
FAI 94	S-2424.3-3HF	Int.	Cook	On South Expressway (FAI 94) from South Stewart Avenue to South Canal Street		Fabricating & erecting strl. st. for hwy. elevated substructure		741,675.00
FAI 94	S-2424.3-3H	Int.	Cook	On South Expressway (FAI 94) from South Stewart Ave. to South Canal Street		Hwy. elevated substructure, excl. fab. & erecting strl. st.		385,456.00
FAI 94	S-2326.6-1SG	Int.	Cook	Along South Expressway (FAI 94) from West Pershing Road to West Lexington Street		Expressway signing		266,301.00
FAI 55	1717.9 (4, 5, 6) W	Int.	Cook	Right-of-way of Southwest Expressway (FAI 55) from South LaSalle Street to South Stewart Avenue		Removal of 237 buildings		129,700.00
FAI 94	S-2326.6-1PC-CS	State I	Cook	South Expressway (FAI 94) from Pershing Road to VanBuren Street		Protective pavement coating		66,420.00
						Total Federal-aid interstate highway contracts awarded by the City of Chicago		$14,601,415.20

PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 146 & 150	(101, 133) HL	State P	Alexander	At intersection of Ill. 146 and 3 (SBI 146 and 150) about 1¾ mi. south of McClure	0.08	Highway lighting		$ 6,018.48
FA 12	Q-1-I-1	State P	Bond	On 0.47 mi. US 40 (FA 12) near intersection with Ill. 127 about ½ mi. southeast of Greenville	0.13	Skid and rumble resurfacing	22	5,566.90

Various	Dist. 10 Traffic Signals '62-1	State P	Cook	At the following 3 intersections: Higgins Road (Ill. 72) with Elmhurst Road (SA 013) Mannheim Road (US 12) with Lee Street (US 45) Halsted Street (Ill. 1A) with Holbrook Road (SA 238) (For balance of contract see Part A—Secondary by State)		Traffic control signals		50,630.93
SBI 63	Dist. 10 Traffic Signals '61-7	State P	Cook	At intersection of Hawthorne Road (Ill. 59—SBI 63) with Hough Street (Barrington Road) in Barrington		Traffic control signals		26,473.76
Various	Dist. 10 Traffic Signals '61-5	State P	Cook	At the following 7 intersections in and near Chicago: Northwest Highway and State Road with Cornell Road Crawford Ave. with Harrison Street North Ave. with George Street Halsted Street with Vincennes Road Higgins Road with Touhy Ave. North Ave. with 19th Ave. and North Ave. with Jewel Tea Co. entrance		Traffic control signals		118,940.83
FA 42	Dist. 10 Traffic Signals '61-3	State P	Cook	At 12 intersections on Harlem Ave. (Ill. 42A—FA 42) between Armitage Ave. and Harrison—Garfield Streets at west city limit of Oak Park		Rehabilitation of traffic control signals		221,669.25
SBI 18	9SF, HF	UG	Cook	At Ogden—Cicero Avenue interchange in Cicero		Fur. & fab. strl. st. for 2 RR subway structs.		396,317.60
						5 hwy. gr. sep. structs.		142,825.94
		U				2 ramp structs.		67,909.28
						3 pedestrian structs.		19,220.18
SBI 24	1B-1	F	Christian	On Ill. 29 (SBI 24) over Clear Creek about 1 mi. northwest of Sharpsburg (For balance of contract see Part B—Primary—Rural—Dist. 6—Sec. 1BY and (1, 5)W)		Bridge		71,196.07
FA 99	0303	U	Cook	Touhy Ave. Exit Ramp of Edens Expressway (FA 99) in Lincolnwood	0.28	PCC pavement	22	67,657.12
				On Ramp H	0.28	Highway lighting		8,154.50
SBI 18	9(H, HB, SB)	U	Cook	In the area of Ogden Ave. and Cicero Ave. interchange	0.48	PCC pavement	Var.	1,102,342.51
						6 hwy. gr. sep. structs., excl. fur. of strl. st.		503,435.88
						Rehabilitation of hwy. gr. sep. struct., excl. fur. of strl. st.		283,558.03
						Misc. minor structs.		1,277,129.77
		UG			0.21	PCC pavement	Var.	233,978.55
						2 RR subway structs., excl. fur. of strl. st.		1,277,182.90
FA 6	(541-H)L, (4Y)L	F	Cook-DuPage	Along Lake Street (FA 6) from York Road westerly	0.63	Highway lighting		19,395.93
SBI 54		U		Along North Ave. (SBI 54) east and west of Tri-State Tollway	0.23	Highway lighting		13,926.25
		State P		Non-Federal-aid portion of contract (For balance of contract see Part A—Interstate—FAI 90—Section (100, 100-1)L, 22-3L and for secondary portion see DuPage County—FAS 1135—Section VL in Local Roads and Streets Report)				2,588.20

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 60 & FA 42	Dist. 10 Intersection Lighting '61-1	State P	Cook	At the following 2 intersections: Rand Road (SBI 60) with Euclid Ave. east of Arlington Heights				
				Harlem Ave. (FA 42) with 79th St. at Bridgeview	0.70	Highway lighting		40,629.45
SBI 48	136BR	F	Christian	On Ill. 48 (SBI 48) over Bear Creek about 1 mi. southwest of Palmer		Bridge		104,011.00
					0.43	Bit. paved approaches	24	83,210.07
		State P		Non-Federal-aid portion of contract				1,742.00
Various	Dist. 10 Traffic Signals '62-2	State P	Cook	At thirteen (13) intersections throughout Cook County		Traffic control signals		206,904.19
FA 99	0909	U	Cook	At intersection of Edens Expressway (FA 99) with Skokie Road near Northfield		Highway lighting		15,860.00
FA 12	(BX-1-TS-1, DX-TS, FX-TS-1)-1	State P	Clark-Cumberland	On US 40 (FA 12) at the following 3 intersections with Ill. 130, 49 and 1 near Greenup, Casey and Marshall respectively		Rehabilitation of traffic control signals		5,829.80
SBI 46	B-463-Y-T	State P	Cook	Along LaGrange Road (US 45—SBI 46) between Bobolink Drive and 55th Street in Countryside	0.13	Storm sewers		16,928.80
SBI 58	Dist. 10 Bridge Sidewalk and Handrail Repairs '62-4	State P	Cook	On Golf Road (SBI 58) over Des Plaines River (For balance of contract see Part C—Secondary—SA 110, 165)		Bridge rehabilitation		10,903.75
SBI 4	430-Y-W	State P	Cook	Right-of-way of US 66 (SBI 4) near intersection with US 45		Removal of 3 buildings		1,700.00
SBI 54	541-SF-2	UG	Cook	On Soo Line RR over North Avenue near River Grove		Fur. & fab. strl. st. for RR subway struct.		108,057.22
SBI 18	9L	U	Cook	At interchange of Ogden Avenue (SBI 18) with Cicero Avenue in Cicero	0.58	Highway lighting		179,592.70
SBI 54	541-S	U	Cook	North Avenue (Ill. 64—SBI 54) between First Ave. and Fifth Ave.	0.36	Dual PCC pavement	2@36	246,244.90
		UG						239,026.45
	541-SB-2			On Soo Line RR over North Avenue all near River Grove		RR subway struct., excl. fur. of strl. st.		290,731.30
						Pumping station		90,000.00
Various	Dist. 10 Traffic Signals '62-4	State P	Cook	At the following 4 intersections: LaGrange Road with 47th Street, 55th Street, Plainfield Road; and Halsted Street (Ill. 1A) with 127th St. (For balance of contract seePart A—Secondary)		Traffic control signals modified		38,115.13

SBI 54	541-S-2-TS	U	Cook	On North Ave. (SBI 54—Ill. 64) at intersections with First and Fifth Avenues near River Grove		Traffic control signals modified		17,905.47
		State P		Non-Federal-aid portion of contract				15,675.50
SBI 60	B-119-W	State P	Cook	Right-of-way of Rand Road (US 12—SBI 60) near intersections with River Road and Lee Street in Des Plaines		Removal of 3 buildings		2,860.00
SBI 53	531-1-W	U	Cook	Right-of-way of Rohlwing Road (Ill. 53—SBI 53) between Algonquin and Kirchoff Roads in and south of Rolling Meadows		Removal of 33 buildings		5,710.00
SBI 53	531-1, 531-1B-7, 531-1HB-5	U	Cook	On relocated SBI 53 west frontage road and east frontage road over Salt Creek		3 bridges		353,278.45
					1.53	Dual PCC pavement	2@36	2,829,327.89
				On relocated Route 53 over Algonquin Road		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		389,562.40
		State P		Non-Federal-aid portion of contract				3,100.00
				All on relocated Rohlwing Road (Ill. 53—SBI 53) between Algonquin Road and Kirchoff Road in Rolling Meadows				
SBI 53	531-1HF-5	U	Cook	On Rohlwing Road (SBI 53) over Algonquin Road about ¼ mi. west of Rolling Meadows		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		87,779.28
SBI 53	531-1HF-8	U	Cook	On Ill. 53 (SBI 53) over Kirchoff Road about ½ mi. south of Palatine		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		134,758.44
SBI 53	531-1HB-8	U	Cook	On Rohlwing Road (Ill. 53—SBI 53) over Kirchoff Road about ½ mi. south of Palatine		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		235,542.85
SBI 18	9TS	State P	Cook	At intersection of 24th Place with Cicero Avenue in Cicero		Traffic control signals		19,976.17
Various	Dist. 10 Traffic Signals '62-5	State P	Cook	At the following 9 intersections: Lincoln Highway (US 30) with Orchard Drive Lincoln Highway (US 30) with Olympian Way Simpson Street with Lavergne Avenue Evanston-Elgin Road with Busse Road Cicero Avenue (Ill. 50) with Harrison Street At 3 intersections on Milwaukee Avenue with Waukegan Road, Touhy Avenue and Evergreen Avenue, and on Waukegan Road with Touhy Avenue (For balance of contract see Part A—Interstate—Dist. 10 Traffic Signals '62-5)		Traffic control signals		165,516.60
SBI 4A	4AY-NRM-2-W	State P	Cook	At the following 3 intersections: Archer Avenue (Ill. 4A—SBI 4A) with Cicero Avenue, Keating Avenue and at 55th Street in Chicago		Removal of 4 buildings from right-of-way		6,000.00
SBI 54	545X-R	State P	DuPage	Ramp on Ill. 83 (SBI 54) at AT&SF Ry. grade separation structure northeast of Lemont	0.07	Bit. macadam surf., flex. base	22	23,371.70
SBI 121	147L	State P	Douglas-Edgar	At intersection of US 36 (SBI 121) with Ill. 49 about 2 mi. east of Newman		Highway lighting		6,874.83
SBI 53	534-I	State P	DuPage-Will	Ill. 53 (SBI 53) from 75th Street about 2 mi. south of Lisle southerly to US 66	3.25	Drainage grading		60,036.15

TABLE 21.—Continued.
PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 6	(4Y)R	F	DuPage	US 20 (FA 6) Ramp R in vicinity of York Road near north limit of Elmhurst	0.24	Dual PCC pavement	2@24	[p]174,697.93
					0.39	PCC pavement	24	[p]48,915.42
				(For balance of contract see Part A—Interstate—FAI 90—Section 22-3—and FAS Contracts listed in Local Roads and Streets Report—DuPage County—FAS Route 1135—Section (V)R—Sum of $142,793.00)				
FA 131	552R-2	F	DuPage	Ill. 55 (FA 131) between Spring Road and York Road in Oakbrook	0.12	Dual PCC pavement	2@24	70,547.45
				(For balance of contract see Part B—Primary—Urban—FA 133—Sections 552R-2, 552BY)				
FA 7	(S & J)R-2	U	DuPage	Roosevelt Road (FA 7—US 30A) from about 0.23 mi. west to about 0.22 mi. east of York Road	0.45	Dual PCC pavement	2@36	406,247.85
SBI 56	561I	State P		Butterfield Road (SBI 56—Ill. 56) at York Road	0.53	Channelization of intersection PCC pavement	2@24	124,240.59
				(For balance of contract see Part A—Secondary—Routes FAS 1135, 131—Sections 163MFT, 552R)				
SBI 54	543AC	State P	DuPage	Ill. 83 (SBI 54) from 233 feet north of Hickory Street southerly to 260 feet south of Maple Street in Clarendon Hills	0.35	Flex. base, bit. surf. treated frontage road	22, 20	29,477.59
SBI 121	149L	State P	Edgar	At intersection of US 36 (SBI 121) with Ill. 1 south of Chrisman		Highway lighting		10,290.50
FA 2	23FR	U	Fayette	On US 51 (FA 2) over Kaskaskia River at east city limit of Vandalia		Fur. & fab. strl. st. for bridge		104,627.89
FA 2	23-2	F	Fayette	US 51 (FA 2) east of Vandalia	0.26	PCC pavement	2@24	267,987.00
	23BR	F		On US 51 (FA 2) over Kaskaskia River at east limit of Vandalia		Bridge, excl. fur. of strl. st.		211,028.91
		U		Urban portion of bridge				115,780.91
				(For balance of contract see Part B—Primary—Rural—Section 23-2 and Part B—Primary—Urban—Section 23Z(W, RS)2)				
FA 2	22-2Z-2, 22-2Z-B	U	Fayette	Third Street extended (FA 2) from Orchard Street to Jefferson Street in Vandalia	0.46	Dual PCC pavement	2@24	254,066.20
SBI 97	142B-I	State P	Fulton	On SBI 97 over Spoon River at west limit of London Mills		[t]Bridge		41,369.20
SBI 3	(48, 49, 62)LS	State P	Greene	Along Alt. US 67 (SBI 3) between Greene-Scott County line and White Hall		Bridge reconstruction		49,942.90
FA 155	502-G	F	Greene	FA 155 from Hillview southerly	5.80	Highway landscaping		14,157.00
		State P		Non-Federal-aid portion of contract	4.27	Flex. base, bit. surf. treat.	24, 22	249,655.85
								72.00

SBI 13	10-D	State P	Gallatin	On Ill. 3 (SBI 13) over North Fork of Saline River about ¼ mi. east of Equality		New bridge floor		36,794.00
FA 9	6, 7(W, R, RS)	F	Henderson	US 34 (FA 9) from south of Gladstone easterly	1.38	PCC pavement	24	372,351.31
				(For balance of contract see Part B—Primary—Rural—District 4)				
SBI 1	(34, 35, 36) Y	F	Johnson	On 7.36 mi. of US 45 (SBI 1) from New Burnside southerly and westerly to about 1 mi. south of Tunnel Hill	3.44	Shoulder and drainage grading	2@10	207,636.36
FA 155	401-1A	F	Jersey	On Great River Road (FA 155) over Chautauqua Creek at Chautauqua		Bridge		164,722.80
				Between Chautauqua and Grafton	2.70	Earth grading	74	1,150,640.09
FA 6	8R-1	F	Kane-Cook	Elgin Bypass (FA 6) in and southwest of Elgin	2.75	Dual PCC pavement	2@24	1,604,864.76
		U			1.07	Dual PCC pavement	2@24	382,943.14
FA 23	0R	F	Kane	Relocated Ill. 31 (FA 23) about ½ mi. northwest of St. Charles southerly to Walnut Street	0.44	Dual PCC pavement	2@24	148,037.59
		U		Fifth Street (Ill. 31) from Main Street to Mark Street in St. Charles	0.33	Dual PCC pavement	2@24	137,481.26
		State P		Non-Federal-aid portion of contract				6,911.22
FA 9	42R	F	Knox	Ill. 97 (FA 9) at intersection with US 150	0.56	PCC pavement	24, 2@14	140,598.80
				(For balance of contract see Part B—Primary—Rural—District 4—FA 9—Section 42R)				
FA 2	71X-VBR	FG	LaSalle	On St. Vincent Ave. (FA 2) over IC RR at north limit of LaSalle		RR gr. sep. struct.		137,538.60
SBI 20	GB	State P	Lake	On Waukegan Road (Ill. 120—SBI 20) at intersection with Westerfield Place in Grays Lake		RC box culvert	9 x 8	18,084.48
SBI 26, 6	8R	U	Lee	Galena Ave. (US 52) from Everett Street to Rock River in Dixon	0.29	PCC pavement	2@24	107,385.29
				At intersection of Galena Ave. and Everett Street in Dixon		Traffic control signals		2,083.40
		State P		Non-Federal-aid portion of contract				1,060.00
		U		On bridge over Rock River in Dixon	0.14	Bridge lighting		1,773.64
		State P		Non-Federal-aid portion of contract				6,264.00
		F		Galena Ave. extended from Lowell Park Road northwesterly	0.39	PCC pavement	24, var.	139,179.52
		U		Galena Ave. (US 52) from IC RR southerly to Everett Street (US 30 Alt.) thence westerly to Peoria Ave. in Dixon	0.32	PCC pavement	2@24, var.	131,726.43
	30BR			On Galena Ave. (US 52—SBI 26) over Rock River in Dixon		Bridge rehabilitation		39,869.40
				(For balance of contract see Part B—Urban—District 2—Primary—Section 8R—SBI 26)				
FA 2	71X-R	F	LaSalle	St. Vincent Ave. (US 51—FA 2) from FAI 80 interchange to LaSalle	0.56	PCC pavement	24	154,735.90
		State P		Non-Federal-aid portion of contract				2,642.50
				(For balance of contract see Part B—Urban—Primary—District 3—Section 71X-R)				
FA 178	2-1, 2-2	F	LaSalle	FA 178 from about 1 mi. south of Peru southeasterly to intersection with Ill. 71 and US 51	4.66	PCC pavement	24	891,141.40
		State P		Non-Federal-aid portion of contract				627.50
FA 99	104R	U	Lake	US 41 (FA 99) from south of West Park Ave. in Highland Park southeasterly	1.40	Dual PCC pavement	2@24	1,304,836.35
		State P		Non-Federal-aid portion of contract				14,640.00
				(For balance of contract see Part A—Secondary—SA Route 11Ext.—Section ZW-15d)				

TABLE 21.—Continued.
PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 7	31R-2	State P	LaSalle	On relocated US 6 (SBI 7) from east end of bridge over Little Vermilion River east of LaSalle easterly	1.15	PCC pavement	24	345,550.03
FA 13	51-24-2	F	Lawrence	FA 13 from Lake-Lawrence interchange easterly to Wabash River Bridge	2.00	Dual PCC pavement	2@24	458,200.12
SBI 68	125-I	State P	Lake	US 41 (SBI 68—Skokie Road) south of Park City	2.39	Median rehabilitation	28	23,170.56
Various	District 1 Traffic Signals '62-1	State P	Lake-Henry-DuPage	At the following 4 intersections: US 12 with Old Rand Road about 1 mi. southeast of Wauconda; US 12 with Roney Road at Lake Zurich; Ill. 31 with Ill. 176 about 1 mi. east of Crystal Lake; US 20 with Grand Avenue at Addison		Traffic control signals		37,175.60
FA 13	51-23HL	State P	Lawrence	At interchange of US 50 (FA 13) with Alt. US 50 Spur near Lawrenceville	0.36	Highway lighting		10,283.70
FA 5	1962-1-TS	State P	Livingston-McLean	At the following 8 intersections on US 66 (FA 5) with US 150, Oakland Ave. and Ill. 9 at Bloomington; Main Street at Lexington; US 24 at Chenoa; Ill. 116 and Ill. 23 at Pontiac; and Ill. 47 at Dwight		Traffic control signals modified		12,749.55
FA 5	(9R, 9R-2)TS	State P	Livingston	At intersection of US 66 (FA 5) with Prairie Ave. at Odell		Traffic control signals		10,129.20
FA 60	106-1	F	Lake	On US 12 (FA 60) between Fox Lake and Volo	3.24	Dual PCC pavement	2@24	[p]1,384,326.82
		State P		Non-Federal-aid portion of contract				[p]14,463.68
				(For balance of contract see Lake County—FAS Route 13—Section 106-1 listed in Local Roads and Streets Report)				
SBI 2	67R-B	F	LaSalle-Marshall	On US 51 (SBI 2) over a draw about ¼ mi. northwest of Rutland		Bridge		40,132.60
SBI 48 Spur	128SB	U	Macon	On IC RR over Ill. 47 (SBI 48 Spur) at Decatur		RR subway struct.		105,725.60
FA 132	1-LS	State P	Madison	Along Ill. 111 (FA 132) between US 67 and Ill. 140 in and near Alton	3.72	Highway landscaping		31,096.22
SBI 1	41X-SF	UG	Massac	On IC RR over US 45 (SBI 1) at 10th Street in Metropolis		Fur. & fab. strl. st. for RR subway struct.		50,787.85
FA 4	202I	State P	Madison	FA 4 at east entrance of Plaza Shopping Center in East Alton		Left turn lane, crossover and PCC pavt. entrance		44,347.40
FA 155	(403, 404)Q-2	State P	Madison	Great River Road (FA 155) between west city limit of Alton and Madison-Jersey County line	4.10	Bit. surf. treat.	2@22	12,231.20
SBI 2	48X-2	U	Macon	US 51 (SBI 2) from Medial Drive to Lake Decatur and on SBI 48 Spur in Decatur	0.80	Dual PCC pavement	2@24	635,333.86
		State P		Non-Federal-aid portion of contract				80,018.56

SBI 122	123BR	F	Mason	On US 136 (SBI 122) about 5½ and 4¼ mi. west of Allen respectively (For balance of contract see Part B—Primary—Rural—District 6—Section 123BR)		2 RC double box culverts		40,692.50
FA 5	2-TS-1	State P	McLean	At intersection of US 66 (FA 5) with Towanda Ave. east of Normal		Traffic control signals modified		11,775.90
FA 2	26-2TS	State P	Marion	At intersection of US 51 (FA 2) with FA 149 north of Patoka		Traffic flashing signals		1,510.50
SBI 1	41X-SB	UG	Massac	IC RR over US 45 (SBI 1—Tenth Street) in Metropolis		RR subway structs., excl. fur. of strl. st.		107,374.28
		State P		Non-Federal-aid portion of contract				15,320.50
FA 49	139TS	State P	Macon	At intersection of US 36 (FA 49) with Ill. 121 about 2 mi. southeast of Decatur		Traffic control signals		10,306.45
SBI 78	140B-I	State P	Mason-Fulton	On US 136 (SBI 78) over Illinois River at Havana		Misc. bridge work		36,385.50
FA 12	31-1B	State P	Madison	On US 40 (FA 12) between Troy and US 66		Test bridge for proposed Poplar Street Bridge, excl. fur., fab. & erection of strl. st.		55,777.30
SBI 2	48-HF	U	Macon	On US 51 (SBI 2) over Lake Shore Drive in Decatur		Fur. & fab. strl. st. for dual hwy. gr. sep. structs.		31,936.84
SBI 2	48K, 48HB	U	Macon	US 51 (SBI 2) between Lake Decatur and Cleveland Ave. in Decatur	0.38	Dual PCC pavement	2@24	562,902.38
						Water main relocation		107,373.00
				On US 51 (SBI 2) over Lake Shore Drive in Decatur		Dual hwy. gr. sep. structs., excl. fur. of strl. st.		127,879.85
FA 5	Dist. 8 Traffic Control Signals '62-1	State P	Macoupin-Montgomery	At the following 3 intersections on US 66 (FA 5) with Ill. 48 and 127 near Raymond; Ill. 16 at Litchfield; and Ill. 138 near Mt. Olive		Traffic control signals modified		4,820.94
FA 151	101	F	Madison	Great River Road (Alt. US 67—FA 151) from ½ mi. south of Hartford southerly	2.56	PCC pavement	24, 2@24	995,179.38
	102			Great River Road (Alt. US 67—FA 151) from US 40 and US 66 Bypass about 1¾ mi. west of Mitchell southerly	1.35	Dual PCC pavement	2@24	619,793.68
		State P		Non-Federal-aid portion of contract				3,963.00
SBI 154	108B-1	F	Perry	On Ill. 154 (SBI 154) over Beaucoup Creek about ½ mi. east of Pinckneyville (For balance of contract see Part B—Primary—Rural—Section 108BY)		Bridge, excl. fur. of strl. st.		207,897.95
SBI 154	108F-1	F	Perry	On Ill. 154 (SBI 154) over Beaucoup Creek about ½ mi. east of Pinckneyville		Fur. & fab. strl. st. for bridge		50,663.69
FA 10, 31, SBI 164	Dist. 4 Building Demolition '61-1	State P	Peoria-Tazewell	Right-of-way of FA 10, 31 and Ill. 9 (SBI 164) at 27 locations on various streets in and near Peoria and 1 on Ill. 9 southeast of Pekin		Removal of 28 buildings		6,875.00
SBI 147	120Y	F	Pulaski	On Ill. 37 (SBI 147) between Olmsted and New Grand Chain	1.75	Shoulder grading		43,557.93
FA 31	122	U	Peoria	MacArthur Highway (FA 31) between West 7th Ave. and West Bradley Ave. in Peoria	0.11	Dual PCC pavement	2@24	100,076.60
		State P				Traffic signals		6,546.90

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
				(For balance of contract see Part B—Primary—Urban—District 4—FA 31—Section 122)				
FA 3	21-B-1	F	Putnam	On Ill. 29 (FA 3) over Senachwine Creek about 1 mi. north of Putnam		Bridge		75,185.30
SBI 121	103-HL	State P	Peoria-Tazewell	On Cedar Street Bridge in Peoria		Highway lighting		23,977.75
FA 31	(117-4, RS)	U	Peoria	At the following two intersections in Peoria: University Avenue (FA 31) with War Memorial Drive; University Avenue (FA 31) with Forrest Hill and Loucks Avenues		Traffic control signals		16,391.65
				(For balance of contract see Part B—Primary—Urban—District 4)				
FA 31 Spur	117-3	U	Peoria	Ill. 91 (FA 31) Spur at interchange with US 150 northwest of Peoria	0.12	PCC pavement	2@14	187,911.08
FA 31	118(W, RS)	U	Peoria	At 2 intersections, University Avenue with West Nebraska Avenue and with West McClure Avenue in Peoria		Traffic control signals		15,162.83
				(For balance of contract see Part B—Primary—Urban—District 4)				
FA 182	12-F	F	Randolph	On FA 182 over Kaskaskia River near Roots		Fur. & fab. strl. st. for bridge		282,357.84
SBI 80	112Y-TS	State P	Rock Island	At intersection of 42nd Ave. (Colona Road, Ill. 2, 80 and Bypass 92) with 19th Street east of East Moline		Traffic control signals		8,905.05
FA 182	12-E	F	Randolph	On FA 182 over Kaskaskia River about ¾ mi. east of Roots		Erecting strl. st. for bridge		78,909.49
FA 13	6-2B-1, 2, 3	F	Richland	Relocated US 50 (FA 13) at Sugar Creek, at east branch and west branch of Sugar Creek all between 1¾ and 4 mi. west of Olney		A triple and 2 double RC box culverts		85,997.25
FA 199	1-HB-2	U	Rock Island	On FA 199 over 31st Ave.		Dual hwy. gr. sep. structs.		135,030.80
				On 31st Ave. at FA 199 all in Rock Island	0.29	PCC pavement	24	187,184.54
SBI 80	115-TS	State P	Rock Island	At intersection of US 6 and 150 (SBI 80) with FAI 280 south of Moline		Traffic control signals		9,932.40
FA 13	5-2VB-2	FG	Richland	On relocated US 50 (FA 13) over B&O RR about 1¼ mi. east of Olney		RR gr. sep. struct.		142,788.15
FA 182	12-D	F	Randolph	On FA 182 over Kaskaskia River about 1¼ mi. west of Ellis Grove		Bridge superstructure		162,822.60
SBI 104	141BR	F	Sangamon	On Ill. 104 (SBI 104) over Brush Creek about 2 mi. west of Pawnee		Bridge		87,999.35
				At above structure (approaches)	0.37	PCC base course	22	11,090.30
					0.45	Bit. conc. resurf.	22	86,325.74
		State P		Non-Federal-aid portion of contract				1,988.00
SBI 150	112-I	State P	St. Clair	On Ill. 43 (SBI 150) about ¼ mi. north of Mascoutah		RC box culvert		18,896.00

FA 169	(17, 28)TS; 15TS-1	State P	Sangamon	At the following 4 intersections on US 66 (FA 169) with West Lake Drive		Traffic control signals		3,018.25
				Ill. 29				2,372.44
				US 36				1,712.52
				Ill. 125				2,750.66
				all south and east of Springfield				
US 36, 54	Dist. 6 Traffic Signals '62-1	State P	Sangamon	At the following 4 intersections on Cook Street (US 36, 54) with				
				Ninth Street				2,329.70
				Eleventh Street				1,955.08
				Thirteenth Street		Traffic control signals		2,652.66
				Eighteenth Street				4,916.00
				all in Springfield				
SBI 12	33V-I	State P	St. Clair	At intersection of US 50 (SBI 12) with 47th Street and Summit Ave. in East St. Louis	0.33	PCC pavement	Var.	115,251.30
FA 196	2A	F	Sangamon	Hazel Dell Road at US 66 (FAI 55) interchange about 2 mi. south of Springfield	0.30	Earth grading		80,822.41
		U			0.75	Earth grading		174,795.54
				(For balance of contract see Part A—Interstate—FAI 55—Section 84-3-1)				
Various	Thermoplastic Pavement Marking '62-1	State P	State-wide	On various routes in all 10 highway districts	90.91	Pavement marking	4", 5"	155,090.00
FA 196	84-3HF-5	U	Sangamon	On east-bound Hazel Dell Road (FA 196) over south-bound FAI 55 about 1½ mi. south of Springfield		Fur. & fab. strl. st. for hwy. gr. sep. struct.		67,775.90
FA 196	84-3HB-5	U	Sangamon	On east-bound Hazel Dell Road (FA 196) over south-bound FAI 55 about 1½ mi. south of Springfield		Hwy. gr. sep. struct., excl. fur. of strl. st.		133,602.10
				(For balance of contract see Part A—Interstate—FAI 55—Section 84-3HB-5)				
FA 14	26-1K	U	St. Clair	At interchange of US 460 (FA 14) with Ill. 158 near south limit of Belleville	0.63	PCC paved ramps	14	181,927.83
FA 4	581HL	U	St. Clair	At intersection of FA 4 (Alt. US 67) and Alt. US 66 and 40 northeast of East St. Louis	0.12	Highway lighting		11,388.62
				(For balance of contract see Part A—Interstate—FAI 70—Section 82-5HL)				
SBI 24	8B-1	F	Sangamon	On south-bound lane of Ill. 29 (SBI 24) over Sugar Creek about 1½ mi. southeast of Springfield		Bridge		134,586.80
SBI 126, FA 5	110X-5TS, 23X-2TS	State P	Sangamon-Logan	At intersection of US 66 (SBI 126) with Linn Street in Springfield and US 66 (FA 5) with Ill. 10 at Lincoln		Rehabilitation of traffic control signals		5,516.87
FA 196	2	U	Sangamon	Hazel Dell Road (FA 196) at interchange with US 66 south of Springfield	0.32	Dual PCC pavement	2@24	129,694.95
		F						37,232.26
				(For balance of contract see Part B—Primary—Urban—District 6—Section 2)				
SBI 24	8(R, RS)	F	Sangamon	Ill. 29 (SBI 24) from ½ mi. southeast of intersection with US 66 east of Springfield southeasterly	0.50	Roadway grading		122,857.54
				(For balance of contract see Part B—Rural—Primary—District 6)				

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 10 Spur	12SG	U	Tazewell	Along FA 10 Spur between Peoria and Morton	0.40	Traffic signing		6,609.51
		State P		Non-Federal-aid portion of contract				5,914.39
				(For balance of contract see Part A—Interstate—Peoria, Tazewell Counties—FAI 74—Sections 72(9, 10)SG, 90(10, 11, 13, 14-1, 14, 15, 15-1)SG)				
SBI 24	H, I(W, RS)	F	Tazewell	On Ill. 29 (SBI 24) over Crane Creek about 4½ mi. west of San Jose		Bridge		73,624.55
				On Ill. 29 (SBI 24) about 2¾ mi. and 3¾ mi. west of San Jose		2 bridges		41,982.00
				(For balance of contract see Part B—Primary—Rural—District 6—Mason—Tazewell Counties)				
FA 73	106X	F	Tazewell	FA 73 from Ill. 121 to about 1 mi. north of Ill. 98 near Morton	2.64	Dual PCC pavement	2@24	966,863.88
FA 73	(106X)I	F	Tazewell	Along FA 73 from about ¼ mi. south of FAI 74 to Ill. 121 near Morton	2.64	Bit. treated stabilized shoulders		47,153.08
FA 10	Dist. 4 Building Demolition '62-2	State P	Tazewell	Right-of-way of FA 10 (US 150) southeast of Cedar Street Bridge in East Peoria		Removal of 13 buildings		2,270.00
				(For balance of contract see Part A—Interstate—FAI Route 74—Peoria County—Section District 4 Building Demolition '62-2)				
FA 10	13-HB-3	U	Tazewell	On Cedar Avenue (FA 10) over South Main Street in East Peoria		Hwy. gr. sep. struct.		219,631.67
FA 10	13-VB	UG	Tazewell	On Cedar Street Extension (FA 10) over P&PU and NYC & TL RRs., and Caterpillar Access Road in East Peoria		Substructure for comb. RR-hwy. gr. sep. struct.		298,857.26
FA 10	13-V(F, E)	UG	Tazewell	On Cedar Street Extension (FA 10) over P&PU and NYC & TL RRs. and Caterpillar Access Road in East Peoria		Fur. & fab. strl. st. for comb. RR-hwy. gr. sep. substructure		419,352.44
SBI 9	2BR, 47BR	F	Vermilion	On Ill. 9 (SBI 9) over Whiskey Creek, West Tributary of Fountain Creek and over Fountain Creek between Ill. 49 and Ill. 1 east of Rankin		3 bridges		102,739.74
						2 double RC box culverts		23,820.54
	2SB	FG		On C&EI RR over Ill. 9 (SBI 9) about 3 mi. east of Rankin		RR subway struct.		91,799.21
				(For balance of contract see Part B—Primary—Rural—District 5—SBI 9—Section (2, 46)W-1)				
FA 2	1(DM)-2	State P	Winnebago	Right-of-way of Whitman Street interchange at 5 locations on Second Street, 10 on North Third Street, 3 on Rural Street, 2 on Hall Street and 1 on Olive Street all in Rockford		Removal of 21 buildings		12,000.00

FA 2	1HB-1	U	Winnebago	Whitman Street Interchange at Caroline and Second Streets in Rockford		Hwy. gr. sep. struct., excl. fur. of strl. st.		107,721.33
	1-HB-2			Whitman Street Interchange in Rockford		Hwy. gr. sep. struct.		78,071.23
	1-HB-3			Whitman Street Interchange at Hall, Olive and Third Streets in Rockford		Hwy. gr. sep. struct.		53,107.44
FA 2	1HF-1	U	Winnebago	Whitman Street Interchange at intersection of Caroline and Second Streets in Rockford		Fur. & fab. strl. st. for hwy. gr. sep. struct.		53,935.19
SBI 5	17R-2, 17R-2B	F	Winnebago	US 20 (SBI 5) about 2½ mi. northwest of Winnebago	3.29	PCC pavement	24	490,127.07
				US 20 (SBI 5) over Coolidge Creek		Bridge		34,239.03
		State P		Non-Federal-aid portion of contract				6,208.50
FA 194	4VB	FG	Winnebago	On Rockford Bypass (FA 194) over IC RR about 1½ mi. southeast of Rockford		Dual RR gr. sep. structs., excl. fur. of strl. st.		212,993.73
FA 194	4HB-3	F	Winnebago	On Perryville Road over Rockford Bypass (FA 194) about 2 mi. east of Rockford		Hwy. gr. sep. struct., excl. fur. of strl. st.		67,020.10
				At above structure	0.29	Flex. base, bit. surf. treat.	24, 22	62,410.80
		State P		Non-Federal-aid portion of contract				1,087.50
FA 194	4HF-3	F	Winnebago	On Perryville Road over Rockford Bypass about 2 mi. east of Rockford		Fur. & fab. strl. st. for hwy. gr. sep. struct.		29,156.96
FA 194	4HB-2	F	Winnebago	On Mulford Road over Rockford Bypass (FA 194) about 1½ mi. west of Cherry Valley		Hwy. gr. sep. struct.		59,262.07
				At above structure	0.26	Flex. base, bit. surf. treat.		45,997.49
FA 194	4VB-1	FG	Winnebago	On Rockford Bypass (FA 194) over C&NW Ry. about ½ mi. west of Cherry Valley		Dual RR gr. sep. structs., excl. fur. of strl. st.		209,920.81
FA 194	4VF-1	FG	Winnebago	On Rockford Bypass (FA 194) over C&NW Ry. about ½ mi. west of Cherry Valley		Fur. & fab. strl. st. for dual RR gr. sep. structs.		80,726.34
FA 194	4VF	FG	Winnebago	On Rockford Bypass (FA 194) over IC RR about 1½ mi. southeast of Rockford		Fur. & fab. strl. st. for dual RR gr. sep. structs.		31,615.07
FA 188	6LS	State P	Winnebago	Along FA 188 from US 51 to FAI 90 east of South Beloit	1.19	Highway landscaping		17,828.75
				(For balance of contract see Part A—Interstate—FAI 90—Section (X2-1)LS)				
FA 77	87B-I	State P	Will	On FA 77 over Des Plaines River about ½ mi. southeast of Channahon		Removal of 1 bridge		156,700.00
FA 8, 61	(99-3, I-D-2, 10)DM	State P	Will	Right-of-way of FA 8 and 61		Removal of 47 buildings		18,400.00
				(For balance of contract see Part A—Interstate—FAI Route 80)				
FA 14	6-1B	F	Williamson	FA 14 from northwest city limit of Marion to about 1 mi. east of Ill. 166		6 RC box culv.		102,946.44
				Over Crab Orchard Creek		Dual bridges		145,532.14
FA 194	4-HB-1	U	Winnebago	On Alpine Road over Rockford Bypass (FA 194) about 1¼ mi. southeast of Rockford		Hwy. gr. sep. struct.		80,090.38
FA 2	1DM-3	State P	Winnebago	Right-of-way of FA 2 interchange with Whitman Street in Rockford		Removal of 38 buildings		27,850.00
SBI 8	30-I	State P	Woodford-McLean	Parking lanes and street returns along Ill. 8 (SBI 8) in El Paso and Gridley	1.26	Soil cement base, bit. surf. treat.	2@8	23,336.92

TABLE 21.—Continued.
PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 1	10-T	State P	Will	On Alt. Ill. 1 (SBI 1) from south limit of Crete southerly to intersection with Monee Road	0.40	Storm sewers		37,973.00
FA 194	6-F	F	Winnebago	On Ill. 5 (FA 194) over Kishwaukee River in Cherry Valley		Fur. & fab. strl. st. for dual bridges		54,380.70
FA 194	6B	F	Winnebago	On Ill. 5 (FA 194) over Kishwaukee River in Cherry Valley		Dual bridges, excl. fur. of strl. st.		234,329.97
SBI 1	3Z-TS	State P	White	At the following 3 intersections on Main Street (US 460—SBI 1) with Church Street, Walnut Street and Main Cross Street in Carmi		Modification of existing traffic control signals		4,936.00
FA 194	4, 4-1	U	Winnebago	Rockford Bypass (FA 194) between US 51 and Ill. 5 south of Rockford	3.37	Dual PCC pavement	2@24	1,180,330.00
		F			1.72	Dual PCC pavement	2@24	588,876.27
FA 2, 188	1	U	Winnebago	On Caroline and Longwood Streets (FA 2) and North Second Street (FA 188) all at Whitman Street Interchange in Rockford	0.74	Dual PCC pavement	2@24	1,189,593.14
FA 194	4HB	U	Winnebago	On 20th Street over Rockford Bypass (FA 194) about ½ mi. south of Rockford		Hwy. gr. sep. struct.		66,795.40
					0.23	Flex. base, bit. surf. treat.	24, 22	42,303.63
		State P		7 primary highway railroad grade crossings		Miscellaneous improvements		60,055.00
				7 primary highway railroad grade crossings		Automatic protection		62,534.87
		F		1 primary highway railroad grade crossing		Automatic protection		16,417.99
				Total primary (excluding interstate) highway contracts awarded by the State, Part A				$38,915,423.98

PRIMARY HIGHWAY CONTRACTS AWARDED BY COOK COUNTY (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
	306A-0105B-CF	State P	Cook	Along relocated Mannheim Road		Highway landscaping		$ 29,484.00
	267A-0101.9A-CF, 306A-0105A-CF	EBU	Cook	Northwest Expressway interchange and relocated Mannheim Road		Highway lighting		234,879.00
				Total primary highway contracts awarded by Cook County (excluding Federal-aid interstate contracts)				$264,363.00

SECONDARY ROAD CONTRACTS AWARDED BY THE STATE (EXCLUSIVE OF FEDERAL-AID SECONDARY CONTRACTS)

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAS 1135	163MFT	US	DuPage	York Road (FAS 1135) from about 0.24 mi. south of Cermak Road to about 0.23 mi. north of Butterfield Road	1.62	Dual PCC pavement	2@24	$925,947.42
		State S		Non-Federal-aid portion of contract				12,509.79
FAS 131		US		Cermak Road (FAS 131—Ill. 55) from 0.11 mi. west to about 0.34 mi. east of York Road (FAS 1135)	0.45	Dual PCC pavement	2@24	141,767.35
FAS 1135	552R	US		At intersection of York Road (FAS 1135) with Cermak Road (FAS 131)		Traffic control signals		12,869.65
				(For balance of contract see Part A—Primary—Routes FA 7, SBI 56—Section (C&J)R-2, 561I)				
FAS 8	ZB	US	Lake	On Deerfield Road (FAS 8) over West Skokie Drainage Ditch at east limit of Deerfield		Bridge		57,248.88
FAS 8	ZK	US	Lake	Deerfield Road (FAS 8) in Highland Park	0.12	Dual PCC pavement	2@24	214,413.32
						Hwy. lighting		24,327.87
FAS 8	ZW	US	Lake	Deerfield Road (FAS 8) in and east of Deerfield	0.44	Dual PCC pavement	2@24	164,322.35
					0.30	Hwy. lighting		12,917.93
		State S		Non-Federal-aid portion of contract				1,696.25
				(For balance of contract see Part B—Secondary—Urban—Dist. 1)				
SA 11 Ext.	ZW-15d	State S	Lake	SA 11 Extension from about 400 ft. west of Beverly Place easterly to Sunset Road in Highland Park	0.33	Dual PCC pavement	2@24	113,560.98
				(For balance of contract see Part A—Primary—FA Route 99—Section 104R)				
CH 14A	3B	State S	McHenry	On Union Road (CH 14A) over south branch of Kishwaukee River about ½ mi. north of Union		Bridge		72,226.20
SB 749	3VF, 3VF-1	State S	Whiteside	On Avenue G over CB&Q RR, C&NW Ry. and Wallace Street; and over Northwestern Steel and Wire Company Industrial Switch Tracks and Miller Street, both in Sterling		Fur. & fab. strl. st. for 2 comb. RR-hwy. gr. sep. structs.		130,234.44
SB 749	3, 3VB, 3VB-1	State S	Whiteside	On Avenue G over CB&Q RR, C&NW Ry. and Wallace Street and over Northwestern Steel and Wire Company Industrial Switch Tracks and Miller St. both in Sterling		2 comb. RR-hwy. gr. sep. structs., excl. fur. of strl. st.		446,864.60
FAS 1305	79R-VB	USG	Kankakee	On FAS 1305 over IC RR about 1 mi. east of Bourbonnais		RR gr. sep. struct., excl. fur. of strl. st.		127,141.40
		State S		Non-Federal-aid portion of contract				12,047.80
FAS 1305	79R-VF	USG	Kankakee	On FAS 1305 over IC RR about 1 mi. east of Bourbonnais		Fur. & fab. strl. st. for RR gr. sep. struct.		30,096.99

TABLE 21.—Continued.
PART A.—Concluded.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAS 1399	28-1-1B	US	Peoria	See Interstate portion of this contract for location		Urban secondary portion of hwy. gr. sep. struct., excl. fur. of strl. st.		37,902.03
					0.06	Urban secondary portion of approaches		21,348.67
				(For balance of contract see Part A—Interstate—FAI 74—Section 72-7IIB—Peoria County)				
SA 18	10-32B	State S	Champaign	On SA 18 over relocated Two-mile Slough northwest of Tolono		Bridge		42,269.41
				(For balance of contract see Part A—Interstate—FAI 57—Section 10-32IIB)				
FH 13	37(B, B-1, Q, Q-1)	FH-S	Alexander	On FH 13 about 5 mi. and 4 mi. northwest of Tamms respectively		2 bridges		69,482.40
SA 055	1962-3R	State S	Cook	Underpasses of Western Ave. under B&OCT RR near 82nd St., IIIB RR near 49th St., B&OCT and Penn. RRs near Pershing Road and at GM&O RR near 36th St. all in Chicago	0.48	Bit. surf. treat., flex. base	20, 28	52,198.08
SA 055	1962-4R	State S	Cook	On Western Ave. (SA 055) at CB&Q RR near 26th St., at B&OCT and C&NW Ry. near 14th St., and at C&NW Ry. near Kinzie St. in Chicago	0.31	PCC pavt. reconstr.	2@35, 2@28, 47	141,489.91
Various	Dist. 10 Traffic Signals '62-1	State S	Cook	At the following 5 intersections: Oakton St. (Ill. 62) with Des Plaines River Road (SA 022) Franklin Ave. (SA 144) with Wolf Road (SA 016) McCormick Blvd. (SA 053) with Elgin Road—Emerson Street (SA 303) Crawford Ave. (SA 051) with Devon Ave. (SA 135) State Road (SA 043) and Central Ave. (SA 092) with 80th St. (For balance of contract see Part A—Primary by State)	0.15	Dual PCC pavt.	2@20.5	71,072.45
Various	Dist. 10 Traffic Signals '62-3	State S	Cook	At the following 9 intersections: Algonquin and Dundee Roads with Bartlett St. East End Ave. with 26th St. Skokie Road with Old Glenview Road Archer Ave. with 63rd St. Roosevelt Road with 9th St. Crawford Ave. with Old Glenview Road Cicero Ave. with 167th St. Ridgeland Avenue with 127th St. 183rd St. with Crawford Ave.		Traffic control signals		96,198.15
						Traffic control signal construction and reconstruction		156,915.10

Various	Dist. 10 Traffic Signals '62-4	State S	Cook	At the following 2 intersections: State St. with Sauk Trail and Skokie Road (Ill. 50) with Glenview Road		Traffic control signals		25,962.35
				(For balance of contract see Part A—Primary)				
Various	1962-5R	State S	Cook	Western Ave. at CMSt.P&P RR viaduct, Roosevelt Road at C&NW Ry. viaduct and Cermak Road at Penn. RR viaduct all in Chicago	0.20	PCC pavement	20, 2@20	108,270.80
		State S		1 secondary road railroad grade crossing		Miscellaneous improvements		858.59
				1 secondary road railroad grade crossing		Automatic protection		17,928.00
		US		3 secondary road railroad grade crossings		Automatic protection		71,153.84
				Total secondary road contracts awarded by the State (excluding Federal-aid secondary contracts), Part A				$ 3,413,242.91
				Total, Part A				$145,869,232.05

PART B.—REHABILITATION OF EXISTING RIGID-TYPE PAVEMENTS BY PATCHING, WIDENING, BITUMINOUS CONCRETE SURFACING, AND RELATED BRIDGE AND STRUCTURE WORK.

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE STATE ON RURAL TYPE WORK

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
4	FAI 74	90-14I-1	State I	Tazewell	FAI 74 from East Peoria to Morton	[cp]0.14			24			$ 9,806.69
6	FAI 55	84-3HB-1	Int.	Sangamon	In the vicinity of FAI 55 intersection with Ill. 29 east of Springfield	1.10			2@24			39,273.52
								[c]0.76	2@24			309,361.40
					(For balance of contract see Part A—Interstate—FAI 55—Sections 84-3HB-1 and 84-3-2 and Part B—Primary—Rural—FA 49 and 25—Sections 19X-3 and 8(X, RS-1)							
					Federal-aid interstate highways, rural—							
					Continuous bituminous surfacing	1.10						$ 39,273.52
					Full-width concrete base			0.76				309,361.40
					Colorphalt surfacing	0.14						9,806.69
					Totals for Federal-aid interstate highways—rural, Part B	1.24		0.76				$358,441.61

TABLE 21.—Continued.
PART B.—Continued.

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE STATE ON URBAN TYPE WORK

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
10	FAI 90	0312-708W	Int.	Cook	Calumet Expressway (FAI 90) from Kingery Expressway northerly to Chicago (For balance of contract see Part A—Interstate — FAI 90 — Section 0312-708W)			[c]2.64	2@12			$398,653.80
					Federal-aid interstate highways, urban—Full-width concrete base			2.64				$398,653.80
					Totals for Federal-aid interstate highways—urban, Part B			2.64				$398,653.80
					Totals for Federal-aid interstate highway contracts in Part B	1.24		3.40				$757,095.41

PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE ON RURAL TYPE WORK (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1	FA 6	14(W&RS)-1	F	Boone	US 20 (FA 6) from Prospect Street in Belvidere easterly	0.35			2@24			$ 15,560.02
								[c]0.35	2@14			94,147.85
1	SBI 5	14, 15(W, RS)	State P	Boone	Ill. 5 (SBI 5) from FAI 90 easterly to Belvidere	4.11			24			147,868.85
							[c]4.11		2@3			75,923.10
										[b]1,048		14,672.00
1	SBI 5, 59	(7H, 110X)RS-1	State P	Cook	Ill. 59 (SBI 5, 59) about ¾ mi. north of Bartlett southerly	0.88			24, 40			25,072.30
							[b]0.88					20,686.75
										[b]65		1,300.00
1	SBI 23 & 72	(25, 128, 32)RS	State P	DeKalb-Kane	Ill. 72 (SBI 23, 72) between Genoa and Hampshire	7.97			18			119,002.54
										[b]972		14,519.00

1	SBI 71	(116R-1, 116R-2, 117R-2) RS	State P	DeKalb	US 30 (SBI 71) between Waterman and DeKalb-Kane County line	8.25			18, 20			197,668.04
										[b]485		9,278.00
1	SBI 72	(127, 127S, Y, 106X, 106S, 109) RS	State P	DeKalb-Kane	Ill. 72 (SBI 72) from 1¾ mi. west of Kingston and Genoa in DeKalb County and between Hampshire and Gilberts in Kane County	12.92			20			252,126.93
										[b]2,980		54,325.40
					(For balance of contract see Part B—Secondary—Urban—District 1—Kane County—CH 11—Section 32 Ext. RS)							
1	Various	1[h]	State P	DeKalb-Kane-Kendall	At five (5) locations on US 30, 34, Ill. 23 and junction of US 30 with US 34	2.14			18, 20			37,683.75
										[b]889		16,743.00
1	FA 77	(112 & 113) I	F	DuPage	At intersections of Ill. 59 (FA 77) with Ill. 65 and with US 34 about 2 mi. and 2½ mi. southwest of Naperville respectively	0.62			2@14			45,394.67
							[c]0.62		2@3			114,857.97
						0.20			24			4,850.60
								[c]0.20	24			47,765.00
			State P		Non-Federal-aid portion of contract							7,996.35
1	SBI 54	544-1-RS	F	DuPage	Ill. 83 (SBI 54) between 55th Street at Hinsdale and Argonne National Laboratory Entrance	3.07			24			164,925.00
						0.94			2@24			109,948.03
1	Various	4[h]	State P	DuPage-Will	At four (4) locations on various routes	1.05			20			34,848.00
						[cp]1.11			20, 40			38,975.00
					On 2.16 mi. of various routes					[b]572		8,868.00
1	SBI 5 & 47	(8, 9) RS-1, 10RS (106X, 106S) RS	State P	Kane	US 20 (SBI 5 & 47) from ½ mi. south of Northwest Tollway southeasterly	11.78			20, 22			138,664.40
										[b]600		9,650.00
1	SBI 6	L-RS	State P	Kane	Alt. US 30 (SBI 6) southwest of St. Charles	1.11			18			24,707.44
										[b]431		8,082.00
1	SBI 6, CH 2	4(W, RS)	State P	Kane	Ill. 47 (SBI 6—CH 2) from north limit of Elburn northerly	0.50			18			9,566.30
							[c]0.39		2@3			16,714.38
										[b]171		3,078.00
					(For balance of contract see Part B—Primary—Urban—Section U-RS)							
1	SBI 71	117R-3RS, (27,30) RS-1	State P	Kane	US 30 (SBI 71) from Kane-DeKalb County line to Sugar Grove	5.28			18, 20			128,996.20
										[b]493		9,621.00
1	SBI 18	12(W&RS)	State P	Kendall	Ill. 31 (SBI 18) from west of Oswego northerly	1.74			24			55,261.27
							[b]1.74		2@3			43,725.35
										[b]2,595		45,577.50

TABLE 21.—Continued.

PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1	SBI 47	108S-I	State P	Kendall	Ill. 47 (SBI 47) about 2 mi. north of Yorkville	0.21			40			13,972.00
								[c]0.18	40			76,467.45
1	Various	3[h]	State P	Lake-McHenry	At four (4) locations on various routes	1.55			18, 20, 22			30,756.70
										[b]868		19,984.00
1	SBI 20	(14 Ext., 13) RS	State P	McHenry	Ill. 120 (SBI 20) between McHenry and Lakemoor	3.17			22			60,563.59
										[b]519		9,398.00
1	SBI 22	(12 & 13) RS	State P	Will	US 30 (SBI 22) between Joliet and Cook-Will County line	11.74			18, 22, 24			142,532.34
										[b]2,553		28,118.55
1	Various	2[h]	State P	Will	At five (5) locations on various routes	4.03			18, 20			72,426.55
										[b]2,522		52,636.00
2	SBI 7	5[h]	State P	Bureau	On 6.35 mi. of US 6, 34 (SBI 7) between Ill. 88 and Wyanet	[i]2.50			18			32,776.30
2	SBI 27	(4, 15) RS-1	State P	Carroll	Ill. 64 (SBI 27) between Carroll and Brookville	20.92			22			153,193.90
2	SBI 78	Dist. 2 Concrete Patching '62-2	State P	Carroll	On 5.70 mi. of Ill. 78 (SBI 78) between US 52 and Ill. 171 south of Mt. Carroll					[c]3,350		55,896.50
2	SBI 78, 40	6[h]	State P	Carroll	On 6.45 mi. of Ill. 78, 88 (SBI 78, 40) from Mt. Carroll southerly to Ill. 171	[i]3.70			18			56,966.60
2	SBI 40	Dist. 2 Concrete Patching '62-3	State P	Carroll-Whiteside	On 23.4 mi. of Ill. 88 (SBI 40) from Mt. Carroll southeasterly					[c]1,000		16,950.00
2	SBI 5	Dist. 2 Concrete Patching '62-4	State P	JoDaviess	On 15.50 mi. of US 20 (SBI 5) from Menominee southeasterly					[c]1,665		28,380.00
2	SBI 5, 79	(29, 30, 30X, 31X, 106) RS-1	State P	JoDaviess	US 20 (SBI 5) from 5½ mi. southeast of Galena northwesterly and between Ill. 80 and east limit of Menominee	7.43			18			93,439.48
					Ill. 35 (SBI 79) between Illinois-Wisconsin State line and east limit of East Dubuque	[cp]1.93			18			32,256.00
										[b]45		630.00
2	SBI 71	(115) RS-1	State P	Lee-DeKalb	US 30 (SBI 71) between US 51 and Shabbona	10.84			22			141,867.92
										[b]264		3,711.00
2	SBI 2	(73, 74) RS-1	State P	Lee-LaSalle	US 52 (SBI 2) from Amboy to Mendota	14.42			18			172,726.40
2	SBI 26	4RS-1	State P	Ogle	Ill. 26 (SBI 26) between Polo and Forreston	9.54			18			139,880.50
2	SBI 77	2[h]	State P	Ogle	On 13.30 mi. of Ill. 64 (SBI 77) between Brookville and Mt. Morris	[i]2.63			20, 22			45,863.53

2	SBI 26	Dist. 2 Concrete Patching '62-1	State P	Ogle-Lee	On 25.90 mi. of Ill. 26 (SBI 26) from Dixon northerly					[c]3,000		51,350.00
2	SBI 26	(1, 2)RS	State P	Ogle-Stephenson	Ill. 26 (SBI 26) from South Street in Freeport to south of Ogle-Stephenson County line	5.05			20			73,788.75
										[b]100		1,458.
2	SBI 3	(11, 12, 13, 14)RS	State P	Rock Island-Whiteside	Ill. 2 (SBI 3) from Hillsdale to Lyndon	14.30			18			192,185.10
										[b]50		925.00
2	SBI 5	4[h]	State P	Stephenson	US 20 (SBI 5) from Stephenson-Winnebago County line westerly	0.90			18			12,081.60
										[b]100		1,437.00
2	SBI 75	111RS-1, (Ya-15d)RS-1	State P	Stephenson-Winnebago	Ill. 75 (SBI 75) from Rock Grove Road west of Rock City easterly to Durand Road	7.88			20			91,885.51
										[b]298		4,374.64
					(For balance of contract see Part B—Secondary—Rural—Winnebago County—County Highway 18—Section (Ya-15d)RS-1)							
2	FA 141	3[h]	State P	Whiteside	US 30 (FA 141) from 5 mi. west of Sterling easterly	0.60			22			12,783.80
										[c]100		2,019.00
2	CH 10, SBI 2	(0-15d, R-15d)R, 77RS	State P	Winnebago	US 51 (CH 10) from south of Roscoe northerly to south of South Beloit and on Ill. 2 (SBI 2) from Rockton to north of Rockford	14.80			18			254,972.54
3	FA 94	(1VB, 2)RS	State P	Bureau-Putnam	Ill. 89 (FA 94) from Spring Valley southerly	[i]4.04			20, 40			44,956.95
										[c]29		528.50
										[b]266		4,178.50
3	SBI 115	(107, 108)RS-1	State P	Ford	On 5.32 mi. of Ill. 115 (SBI 115) from US 24 at Piper City southerly	[i]3.39			18			53,986.80
3	FA 18	11X-3RS	F	Kankakee	Ill. 17 (FA 18) from Roosevelt Ave. west of the west limit of Kankakee westerly	0.56			2@24			73,487.28
					(For balance of contract see Part B—Primary—Urban)							
3	FA 18	11X-3(W&R)	F	Kankakee	Ill. 17 (FA 18) from Roosevelt Ave. west of west limit of Kankakee westerly		[c]0.56		2@3			194,990.80
			State P		Non-Federal-aid portion of contract							8,255.30
					(For balance of contract see Part B—Primary—Urban)							
3	SBI 44, 17	(11X, 15, 16)RS	State P	Kankakee	On 9.28 mi. of US 45 and 52 (SBI 44) between Bourbonnais and Will-Kankakee County line	2.27			18			37,532.32
					At intersection of SBI 17 (Ill. 17) with SBI 113 (Wall Street) west of Kankakee	0.29			30, 40			11,259.68
3	SBI 49	141RS	State P	Kankakee-Will	US 54 (SBI 49) north of Manteno	4.00			40			154,325.04
										[c]533		10,294.40

TABLE 21.—Continued.
PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
3	Various	1[h]	State P	LaSalle	On 14.01 mi. of SBI 18, 7, 23, 69 and 268 in LaSalle County	[a]4.17			Var.			60,556.24
										[b]203		3,478.00
3	SBI 7	0(RS-1)	State P	LaSalle-Grundy	US 6 (SBI 7) from Seneca to south of Walker's Corner	5.21			18, 20			66,204.45
										[c]109		2,049.00
3	SBI 116	113(W, RS)	State P	Livingston	Ill. 116 (SBI 116) from east limit of Pontiac easterly	2.24			20			36,628.25
							[c]2.19		2@2			49,662.50
										[b]31		592.15
3	SBI 118	102RS	State P	Livingston	SBI 118 extended from Long Point easterly to Ill. 23	3.24			18, 21			41,911.12
										[b]521		8,175.00
3	SBI 4	14RS	State P	McLean	US 66 (SBI 4) between Lexington and Towanda	3.59			24			81,005.75
										[c]70		1,128.00
3	SBI 4	15RS	State P	McLean	US 66 (SBI 4) from about 2½ mi. northeast of Towanda southwesterly	5.24			24			80,795.50
										[c]51		748.00
3	SBI 4	(17, 18) RS	State P	McLean	North-bound lane of US 66 (SBI 4) from Funks Grove southerly to McLean-Logan County line	7.57			24			156,955.49
3	SBI 39	(1, 4) RS	State P	McLean	US 150 (SBI 39) from Downs westerly	0.52			18			19,777.20
					On 2.26 mi. US 150 (SBI 39) between US 136 and McLean-DeWitt County line	[a]0.85			18			1,344.00
										[b]319		6,308.00
3	SBI 119	(101, 102, 102X) RS-1	State P	McLean	US 136 (SBI 119) from US 51 in Heyworth easterly to US 150	11.45			18, 20			186,664.00
										[b]955		17,356.00
3	SBI 9	(19, 21, 22, 23) RS	State P	McLean-Ford	Ill. 9 (SBI 9) from Ill. 47 at Gibson City westerly 4.64 mi. and from Ill. 165 easterly 8.21 mi.	12.85			18			139,346.86
3	SBI 89	(119, 120, 121) RS	State P	Putnam	Ill. 71 (SBI 89) between Hennepin and Standard	7.39			18			105,286.85
										[b]1,111		18,050.00
3	SBI 117	113RS	State P	Woodford	Ill. 117 (SBI 117) from north limit of Eureka northerly to Ill. 116	4.26			18			73,838.05
										[b]3,086		55,730.00
4	SBI 7, 29	6[h]	State P	Bureau-Putnam	On 18.85 of US 6 (SBI 7) between Princeton and Depue and on Ill. 29 (SBI 29) between Bureau Junction and Spring Valley	9.01			16, 18			102,070.30
										[c]4,696		80,160.50

4	SBI 88	11[h]	State P	Bureau-Stark	On 14.28 mi. of Ill. 88 (SBI 88) from about 2 mi. north of US 6 southerly to Bradford	[i]5.69			18			78,380.25
										[c]493		10,679.53
										[b]711		15,400.97
4	SBI 31, 78	22(W, RS)	F	Fulton	At intersection of Ill. 78 with 100 (SBI 31 and 78) about 1½ mi. northeast of St. David	0.41						22,358.70
							[c]0.41					114,140.87
										[c]43		870.00
			State P		Non-Federal-aid portion of contract							1,566.00
4	SBI 78	(136, 137) RS	State P	Fulton	Ill. 78 (SBI 78) from Ill. 100 near Dunfermline southerly to US 24	6.16			18, 20			86,706.15
										[b]1,882		36,197.00
4	SBI 95	5[h]	State P	Fulton	US 24 (SBI 95) in and east of Lewistown	3.32			18			35,440.66
										[c]72		1,413.84
										[b]1,409		25,569.52
					(For balance of contract see Part B—Secondary — Rural — District 4 — SA Route 3)							
4	SBI 98	111-RS	State P	Fulton	US 136 (SBI 98) from about 2 mi. south of Duncan Mills easterly to US 24	2.48			18			43,960.70
										[b]840		15,362.00
4	SBI 100	1[h]	State P	Fulton	On 10.17 mi. of US 24 (SBI 100) between Banner and Ill. 78	[i]1.62			20			28,565.30
										[c]2,007		32,112.00
										[b]879		16,958.00
4	SBI 168	114RS	State P	Fulton	Ill. 97 (SBI 168) from Fairview southerly	4.98			18			78,549.25
										[c]1,933		36,122.50
4	SBI 41, 97	10[h]	State P	Fulton-Knox	On 11.33 mi. Ill. 41, 116 (SBI 41, 97) between Abingdon, St. Augustine and London Mills	1.55			18, 20			20,029.10
										[c]520		10,840.00
4	SBI 9, 98	3[h]	State P	Fulton-McDonough	On 13.95 mi. of Ill. 41 (SBI 9) and US 136 (SBI 98) between Bushnell and Table Grove	[i]3.60			18, 20			34,049.60
										[c]1,200		25,438.00
										[b]885		17,767.00
4	SBI 94, 95	7[h]	State P	Hancock-Henderson-McDonough	On 23.59 mi. of Ill. 94 and 9 (SBI 94 and 95) between Terre Haute and Good Hope	[i]12.05			18			118,414.53
										[c]1,608		27,603.50
										[b]3,145		56,742.00
4	FA 9	6, 7(W, R, RS)	F	Henderson	US 34 (FA 9) from south of Gladstone easterly	0.90			24			30,589.25
								[c]0.90	2@14			158,950.82
										[c]156		3,098.00
					(For balance of contract see Part A—Primary—FA 9—Section 6, 7(W, R, RS)							
4	SBI 94	(109, 109 Ext.) RS	State P	Henderson	Ill. 94 (SBI 94) north of Stronghurst northerly	5.47			18			82,331.24
										[b]2,470		39,073.60

TABLE 21.—Continued.
PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
4	FA 9	42R	State P	Knox	US 150 about 1 mi. east of Knoxville	0.65			18			9,906.50
										[c]737		14,728.00
					(For balance of contract see Part A—Primary—FA 9—Section 42R)							
4	SBI 8	(42-43)RS	State P	Knox	Ill. 8 (SBI 8) from 2 mi. east of Knoxville southeasterly	8.65			18			151,650.65
										[c]2,153		44,205.00
4	SBI 167, 180	8[h]	State P	Knox	Ill. 167 (SBI 167, 180) between Wataga and Ill. 180 east of Victoria	2.05			18			26,427.15
										[c]1,784		35,265.00
4	SBI 9	33(W, RS)	F	McDonough	US 136 (SBI 9) from about 2½ mi. east of Macomb easterly	5.46			24			170,976.60
							[b]3.84		2@3			319,406.93
								[f]1.62	26			163,955.87
										[b]1,988		41,702.00
4	SBI 99	105RS	State P	McDonough	Ill. 61 (SBI 99) from US 136 (SBI 9) southerly to Colmar	4.67			18			60,392.55
										[c]2,313		46,061.00
4	SBI 8	48RS	State P	Peoria-Knox-Fulton	Ill. 78 (SBI 8) from Farmington to Elmwood	5.71			18			80,543.42
										[c]2,442		36,438.50
4	SBI 78	2[h]	State P	Peoria-Stark	On 11.31 mi. of Ill. 78 (SBI 78) from Ill. 17 southerly to Laura	[i]4.78			18			36,575.39
										[c]407		13,123.50
										[b]902		6,787.50
4	SBI 121	4[h]	State P	Tazewell	On 5.84 mi. of US 150 (SBI 121) between East Peoria and Morton	2.61			20			22,951.02
										[c]1,991		28,741.35
4	SBI 164	(118)W, RS	F	Tazewell	Ill. 9 (SBI 164) between Pekin and Tremont	6.99			24			227,617.47
							[b]4.17		2@3			280,594.43
								[f]2.82	26, 2@12			480,542.13
			State P							[b]3,895		56,023.10
					Non-Federal-aid portion of contract							15,214.59
5	Various	2[h]	State P	Champaign-DeWitt-Douglas-Piatt	On various routes in District 6	2.57			18			75,350.00
										[c]4,560		85,950.00
5	SBI 16	(1, 2, 3)RS	F	Coles-Edgar	Ill. 16 (SBI 16) from about ¼ mi. east of Ill. 49 southerly to about ½ mi. southwest of Ill. 133 near Paris	14.93			22, 24			455,200.72
										[b]165		3,060.00

5	SBI 16	(1, 2, 3) W	F	Coles-Edgar	Ill. 16 (SBI 16) from about ¼ mi. east of Ill. 49 southerly to about ½ mi. southwest of Ill. 133 near Paris		[c]14.08		2@2			773,112.27
											[f]2	26,485.40
										[c]2,600		37,625.00
5	SBI 16	1[h]	State P	Edgar	Ill. 16 (SBI 16) from Paris easterly	0.75			18			18,132.00
										[c]184		3,425.00
5	SBI 39	(12, 13) RS	State P	Piatt-Champaign	US 150 (SBI 39) from near Mansfield to west edge of Champaign	12.00			18			176,577.30
5	SBI 1	48X-2RS	State P	Vermilion	Ill. 1 (SBI 1) at intersection with US 136 about 13 mi. north of Danville	[cp]0.44			18, 22			37,107.00
										[b]200		3,600.00
5	SBI 9	(2, 46) RS-1	F	Vermilion	Ill. 9 (SBI 9) from Rankin easterly	7.21			22			155,839.34
										[c]165		2,318.25
5	SBI 9	(2, 46) W-1	F	Vermilion	Ill. 9 (SBI 9) from south of Rankin easterly		[c]3.64		2@2, 2@3			99,650.83
								[c]3.50	22			363,857.40
										[c]2,600		38,088.06
					(For balance of contract see Part A—Primary—SBI 9—Sections 2BR, 47BR and 2SB)							
5	SBI 1	3[h]	State P	Vermilion	Ill. 1 (SBI 1) from Danville northerly	1.98			22, 42			
	SBI 10				Ill. 10 (SBI 10) east and west of Danville	0.60			20, 18			62,794.37
	SBI 49				Ill. 49 (SBI 49) in Rankin	0.02			50			
										[c]1,175		18,800.00
					(For balance of contract see Part B—Secondary—Rural—District 5—SA 11)							
6	SBI 36	(11, 12) RS, 13RS-1	State P	Adams	Ill. 96 (SBI 36) between Quincy and Payson	[i]7.73			18			174,117.90
										[c]228		5,285.00
6	SBI 102	(101, 102) RS	State P	Adams	Ill. 94 (SBI 102) between Ill. 61, US 24 and La Prairie Spur, west and south of La Prairie	10.94			18, 20			225,657.88
										[c]800		18,252.00
6	SBI 96, 105	1[h]	State P	Adams-Hancock	On 9.7 mi. of Ill. 96 (SBI 96) and Warsaw Spur between Warsaw and Hamilton and on Ill. 104 (SBI 105) from FAS 1588 southeasterly to Liberty	[i]2.18			18, 22			50,352.80
										[c]150		3,900.00
6	SBI 78	144RS-1, 145RS	State P	Cass	Ill. 78 (SBI 78) from Chandlerville to Virginia	7.31			18			205,522.62
										[c]550		11,080.00
6	SBI 24	(1, 5) RS	F	Christian	Ill. 29 (SBI 24) between Edinburg and Taylorville	7.12			24			195,782.74
6	SBI 24	(1, 5) W	F	Christian	Ill. 29 (SBI 24) between Edinburg and Taylorville			[c]7.08	6			291,796.40
		1BY			Over south branch of Clear Creek						[w]1	27,984.35
					(For balance of contract see Part A—Primary—Section 1B-1)							
6	FA 5	(18, 20, 21) RS	State P	Logan-McLean	US 66 (FA 5) from about ½ mi. northeast of Lincoln northeasterly	12.16			24			236,628.14

TABLE 21.—Continued.
PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
6	FA 25	(E, F, G, M)RS	F	Mason	Ill. 29 (FA 25) from north to southwest of Mason City	5.89			22			189,808.06
6	FA 25	(E, F, G, M)X	F	Mason	Ill. 29 (FA 25) from north to southwest of Mason City			[c]5.89	22			608,100.07
6	SBI 24	H, I(W, RS)	F	Mason-Tazewell	Ill. 29 (SBI 24) from about 1½ mi. west of San Jose northerly	4.42			22			195,806.98
							[c]4.05		2@6			166,321.53
								[c]0.37	22			15,194.80
					(For balance of contract see Part A—Primary—Tazewell County—Section H, I(W, RS)							
6	SBI 122	123BR	F	Mason	Approaches to structures listed in Part A	0.68			22			22,054.00
							[c]0.68		2@2			17,983.80
					(For balance of contract see Part A—Primary—Section 123BR)							
6	SBI 123	101RS-1	State P	Menard	Ill. 97 (SBI 123) from Petersburg southerly	1.31			22			29,158.00
							[b]1.31		2@2			29,570.98
6	FA 158	3RS-1, 4RS	F	Pike	Ill. 96 (FA 158) from Atlas southeasterly to Pleasant Hill	7.31			22			357,161.80
			State P		Non-Federal-aid portion of contract							136.00
6	SBI 36	(17, 18)RS-2	State P	Pike	On 10.05 mi. of US 36 (SBI 36) between Pittsfield and Barry	[a]7.30			22			125,130.83
										[c]473		9,242.00
6	FA 49	19X-3	U	Sangamon	Ill. 125 (FA 49) from US 66 to interchange with Int. 55 east of Springfield	0.23			24			9,579.81
								[c]0.23	24			44,351.92
			F		US 36 (FA 49) and connections east of interchange with FAI 55	0.07			2@24			17,475.14
								[c]0.07	2@24			125,379.01
6	FA 25	8(X, RS-1)	U	Sangamon	At intersection of US 66 Bypass with Ill. 29 east of Springfield	0.09						17,367.29
								[c]0.09				72,647.48
					(For balance of contract see Part A—Interstate—FAI 55—Sections 84-3HB-1 and 84-3-2 and Part B—Interstate—FAI 55—Section 84-3HB-1)							
6	FA 161	84-3(R, RS)	F	Sangamon	FA 161 from US 66 Bypass and Sangamon Ave. easterly and northerly to US 54 and Bissell Road	1.10			2@24			71,498.68
								[c]1.10	2@24			373,445.20
					(For balance of contract see Part B—Urban and Part A—Interstate—FAI 55—Section 84-2-2)							

6	SBI 24	8(R, RS)	F	Sangamon	Ill. 29 (SBI 24) from ½ mi. southeast of intersection with US 66 east of Springfield southeasterly	0.50			24			19,995.26
								[c]0.50	24			127,105.11
					(For balance of contract see Part A—Primary)							
6	SBI 104	2[h]	State P	Sangamon-Christian	On 11.50 mi. of Ill. 104 (SBI 104) from ¼ mi. west of US 66 to about ½ mi. east of Kincaid	[i]1.69			18, 22			49,088.94
										[b]90		1,687.50
6	FA 4	87-1	F	Schuyler	FA 4 from about ¾ mi. south of Rushville northwesterly			[c]3.55	24, var.			546,375.57
			State P		Non-Federal-aid portion of contract							3,542.45
6	FA 4	(87-1)RS	F	Schuyler	US 67 relocation (FA 4) from about ¾ mi. south of Rushville northwesterly	3.68			24			120,474.94
6	SBI 100	(109, 110)RS	State P	Schuyler-Fulton	Ill. 100 (SBI 100) between Bluff City and US 136	10.50			20			257,021.10
										[b]394		7,518.30
7	SBI 1	(19, 20)W	F	Crawford	Ill. 1 (SBI 1) between Flat Rock and Gordon		[c]3.70		2@3			228,087.00
								[c]1.49	24			301,887.50
										[c]578		9,811.50
			State P		Non-Federal-aid portion of contract							15,760.00
7	FA 160	13-RS-1, 12-RS-1	State P	Effingham	FA 160 between Montrose and Dieterich	7.59			21			225,265.66
7	FA 2	23-2	F	Fayette	US 51 (FA 2) easterly and southerly from Vandalia	0.16			24, 13, var.			14,484.30
							[c]0.05		2@3			3,131.10
								[c]0.11	13, var.			27,946.85
					(For balance of contract see Part B—Primary — Urban — Section 23Z(W, RS)2 and Part A—Primary—Sections 23BR, 23-2)							
7	FA 140	9RS	State P	Fayette	Ill. 185 (FA 140) from Montgomery-Fayette County line to Vandalia	8.83			21, 24			200,201.35
7	SBI 1	18BY-1, 19B-2-1, 20BY-1	F	Lawrence-Crawford	On Ill. 1 (SBI 1) about 4 and 4½ mi. south and 4 and 5 mi. north of Flat Rock respectively						[w]3	38,102.75
											[f]1	29,760.90
			State P		Non-Federal-aid portion of contract							1,402.00
7	Various	1[h]	State P	Various	On 14 routes throughout District 7	[i]12.50			18, 22, 24			195,579.43
										[b]363		7,052.50
7	FA 2	(30, 31, 31-2)RS	F	Washington-Jefferson-Marion	US 51 (FA 2) between Richview and Wamac	5.27			24			196,542.55
										[b]419		9,834.00
8	FA 128	1(W, RS)-1	State P	Clinton	Ill. 127 (FA 128) at intersection with Ill. 161 near Posey	[c,i]0.57			24			20,130.10
							[c]0.57		2@2			72,706.80
8	FA 38	14RS-1	State P	Macoupin	Ill. 16 (FA 38) from intersection with Ill. 112 easterly to Gillespie	7.65			20			259,270.70

TABLE 21.—Continued.
PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
8	SBI 4	(30, 66)I	State P	Macoupin-Madison	Ill. 4 (SBI 4) from Staunton southerly	0.40			22			15,517.10
								[c]0.40	22			46,349.26
										[c]56		1,415.00
8	FA 38	15RS	State P	Macoupin-Montgomery	Ill. 16 (FA 38) from Ill. 4 in East Gillespie northeasterly to US 66	8.74			20			170,854.86
8	SBI 108	3[h]	State P	Macoupin-Montgomery	On Ill. 108 (SBI 108) from Hagaman easterly to US 66	[c]7.06			18			92,048.76
										[c]687		14,130.50
8	FA 132	5-10	F	Madison	FA 132 from about ½ mi. north of Bypass US 66 and 40 southerly to about ¼ mi. south of FAI 270, east of Mitchell	0.86			2@24			17,993.17
								[c]0.86	24			127,818.65
		6-3	F		FA 132 from about ¼ mi. south of FAI 270 southerly	1.49			2@24			40,202.34
								[c]1.49	24			269,951.42
					(For balance of contract see Part A—Interstate—FAI 270—Section 60-3)							
8	FA 12	1[h]	State P	Madison-Bond	US 40 (FA 12) from northwest of Pierron to Bond-Fayette County line	21.31			22			303,430.12
										[c]1,593		29,117.00
8	SBI 150, 161, 156	Dist. 8 Concrete Patching 1962-1	State P	Madison-St. Clair-Monroe	On 4.7 mi. of Ill. 43 (SBI 150) between US 40 and Madison-St. Clair County line in Madison County On 12.5 mi. of Ill. 161 (SBI 161) between Belleville and New Baden in St. Clair County and on 10.7 mi. of Ill. 156 (SBI 156) between Valmeyer and Waterloo in Monroe County					[c]3,278		53,451.50
8	SBI 127	4[h]	State P	Montgomery	Ill. 127 (SBI 127) from Raymond southerly	0.68			18			39,276.40
										[c]880		18,318.50
8	FA 13	2[h]	State P	St. Clair-Clinton	US 50 (FA 13) between Lebanon and Breese	7.35			22, 24			96,767.10
							[b]1.13		2@3			34,603.80
										[c]1,226		22,002.50
8	SBI 13	28-3	F	St. Clair	Ill. 13 and US 460 (SBI 13) from about 1 mi. west of Belleville westerly	0.73			2@22			31,829.25
								[c]0.73	22			174,069.97
										[c]33		990.00

8	SBI 15	(27, 28, 29) RS	F	St. Clair	Ill. 15 and 158 (SBI 15) between Belleville and Mascoutah	6.62			24			140,602.23
					(For balance of contract see Part B—Primary—Urban—District 8—Section (27, 28) RS)							
9	FH 9	101RS-1	P-AFH	Jackson	Ill. 144 (FH 9) between Ill. 3 at Grimsby Wye and Murphysboro	6.82			18, 24			151,553.87
							[c]6.82		2@3			68,421.62
										[c]140		3,920.00
9	SBI 150	(123, 130) RS-1	F	Jackson	On 10.80 mi. of Great River Road—Ill. 3 (SBI 150) between Grimsby and Cora	[i]4.72			14, 15, 24			111,366.70
			State P		Non-Federal-aid portion of contract							233.90
9	SBI 150	122-W-1, RS-3, BY-1	F	Jackson-Randolph	Ill. 3 (SBI 150) from 313 feet southeast of Degonia Creek northwesterly to Rockwood	1.06			24			1,802.40
							[c]1.06		2@3			73,955.69
											[w]1	59,855.03
			State P		Non-Federal-aid portion of contract							110.50
9	SBI 154	108BY	F	Perry	On Ill. 154 (SBI 154) over Little Beaucoup Creek						[w]1	33,122.50
					At above structure	0.03			24			1,974.00
							[c]0.03		2@3			4,746.50
					(For balance of contract see Part A—Primary—Section 108B-1)							
9	SBI 152, 2	1[h]	State P	Perry-Washington	On 15.90 mi. of Ill. 13 (SBI 152) from Pinckneyville northerly and on Ill. 51 (SBI 2) between Ill. 154 and 15	[i]3.86			18, 24			73,979.28
										[c]273		5,840.00
9	SBI 34	2[h]	State P	Pope	Ill. 34 (SBI 34) in and south of Herod	1.66			18			36,484.72
										[c]32		500.00
9	SBI 3	(71, 72, 73B) RS-1	State P	Randolph	Ill. 3 (SBI 3) between Evansville and Red Bud	6.81			22			116,467.40
										[c]250		5,575.00
9	SBI 150	(121, 122) RS-2	State P	Randolph	On Great River Road (Ill. 3—SBI 150) from about 1¼ mi. southeast of Chester to 1 mi. southeast of Rockwood	6.41			22			113,628.70
							[c]6.41		2			157,952.38
9	FH 7	132RS-4, 132RS-2	P-AFH	Union	Great River Road (Ill. 3—FH 7) between Wolf Lake and Reynoldsville	7.67			24			231,173.95
										[c]990		24,930.00
9	SBI 2	(14, 15, 16) RS; (14X, 17X) RS-1	State P	Union-Pulaski	US 51 (SBI 2) between Dongola and Mounds	18.62			18			320,017.10
										[c]1,056		24,546.00
10	SBI 7	1962-22RS	State P	Cook	Southwest Highway (US 6—SBI 7) from Wolf Road to Will County line northeast of Marley	1.25			20			10,765.05
										[c]500		7,000.00
10	SBI 62	1962-18RS	State P	Cook	Algonquin Road (Ill. 62—SBI 62) between Dundee and Barrington Roads in and southwest of Barrington Hills	[cp]2.00			24			73,075.60
										[c]500		10,000.00

TABLE 21.—Continued.

PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
10	Various	1962-17RS	State P	Cook	On various routes at 15 locations in north portion of Cook County	3.91			20, 30, 40			103,635.95
										[c]2,330		27,960.00
					Primary highways, rural—							
					Continuous bituminous concrete surfacing	577.33						$11,643,482.01
					Intermittent bituminous concrete surfacing	96.06						1,464,334.03
					Colorphalt surfacing	6.05						201,543.70
					Concrete base course widening		49.37					2,239,714.44
					Bituminous base course widening		13.07					728,588.24
					Full-width concrete base course			29.09				3,905,146.53
					Full-width flexible base course			4.44				644,498.00
					Concrete pavement patching					62,349		1,127,042.43
					Bituminous pavement patching					45,749		807,803.32
					Bridges						9	216,823.43
					Totals for primary highways, Part B—rural	679.44	62.44	33.53		108,098	9	$22,978,976.13

PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE ON URBAN TYPE WORK (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1	SBI 71	116RS, 2CS	State P	DeKalb	US 30 (SBI 71) from west of Birch Street easterly to Elm Street in Waterman	0.19			40			$ 7,799.50
										[b]45		868.00
1	FA 131	552R-2	F	DuPage	Ill. 55 (FA 131) between Spring Road and York Road in Oakbrook	0.67			2@24			37,372.00
								[c]0.67	2@24			151,771.17
		552BY			On Ill. 55 (FA 131) over Salt Creek in Oakbrook						[e]1	89,570.45
					(For balance of contract see Part A—Primary—FA 131—Section 552R-2)							
1	SBI 18	(11Y)RS-2	State P	DuPage	Ill. 65 (SBI 18) between Ill. 59 and US 54	0.87			40			25,342.65
										[b]385		5,366.70
	SBI 65	(652X, X-1&S)RS			US 34 (SBI 65) between Ill. 65 and Washington Street in Naperville	3.02			40, 44			87,971.05
										[c]707		9,855.30

1	SBI 6, CH 2	U-RS	State P	Kane	Ill. 47 (SBI 6—CH 2) from north limit of Elburn southerly	0.28			30			11,677.60
										[b]138		2,484.00
					(For balance of contract see Part B—Primary—Rural—Section 4 (W, RS)							
1	SBI 22, Alt. 60	19, 19W(W, RS); 11CS; (T, S)RS; S-RS(W, RS)	State P	Lake	Ill. 22 (SBI 22) from US 12 southwest of Lake Zurich northeasterly	1.01						20,855.01
							[b]0.74					10,642.70
										[b]1,055		11,269.00
					Old Rand Road (Alt. SBI 60) from US 12 northwest of Lake Zurich southeasterly to US 12	2.44						49,700.39
							[c]2.17					31,230.50
										[b]2,877		30,222.00
1	CH 9, SBI 42A	(31, 31W2)RS; (C, K2)RS	State P	Lake	Ill. 176 (SBI 42A) from railroad east of US 41 westerly in Lake Forest	0.56			22, 30, 40			13,145.33
					Ill. 176 (CH 9) from Ill. 63 in Libertyville westerly	0.77			30			18,074.83
1	SBI 59	106RS	State P	Lake	Ill. 59 (SBI 59) from intersection with Ill. 132 southerly in Fox Lake	0.47			20			11,980.40
										[b]483		8,488.00
					(For balance of contract see Part B—Secondary—Urban—District 1—CH 6—Section (57, 29, 29W)W, RS)							
1	SBI 19	(27, 27 Ext., 28)RS	State P	McHenry	US 14 (SBI 19) from east end of Woodstock Bypass to McHenry Ave. in Crystal Lake	5.70			20			99,455.80
										[b]1,105		18,429.00
1	FA 72	128 Ext. (W, RS)	U	Will	Jefferson Street (US 52—FA 72) between Wilcox and Hickory Streets in Joliet	0.37			2@24			44,020.50
							[c]0.37		2@8			164,911.80
			State P		Non-Federal-aid portion of contract							9,005.05
1	SBI 22	13RS-5	State P	Will	Cass Street (US 30—SBI 22) between Collins Street and EJ&E RR viaduct in Joliet	0.68			40			39,968.25
										[c]157		3,454.00
1	SBI 44	18(W, RS)	State P	Will	US 52 (SBI 44) between 2nd Street and Prairie Street in Manhattan	0.60			24			20,751.45
							[b]0.60		2@3			158,010.85
										[b]379		7,706.00
2	SBI 26	8R	U	Lee	Galena Ave. (SBI 26) from Lowell Park Road to IC RR in Dixon	0.68			2@22			32,477.50
								[c]0.68	2@15			145,486.34
					(For balance of contract see Part A—Primary—SBI 26 & 6—Sections 8R & 30BR)							

TABLE 21.—Continued.
PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
3	SBI 9	(18, 19) W, RS	State P	Ford	Eighth Street (Ill. 47—SBI 9) between west limit of Gibson City and Sangamon Avenue thence on Sangamon Avenue to south limit of Gibson City in Gibson City	1.04			42			53,259.00
							[c]1.04		2@3			32,244.74
3	FA 18	1 (W, RS)	U	Kankakee	Court St. (Ill. 17—FA 18) between 5th Avenue and Fairmont Avenue in Kankakee	1.55			2@32			97,279.08
								[c]1.55	2@6.3			306,490.31
3	FA 18	11X-3RS	U	Kankakee	Ill. 17 (FA 18) from Roosevelt Avenue to Fraser Ave. in Kankakee (For balance of contract see Part B—Primary—Rural)	0.88			2@24			61,003.60
3	FA 18	11X-3(W, R)	U	Kankakee	Ill. 17 (FA 18) from Roosevelt Avenue to Fraser Avenue in Kankakee			[c]0.13	10			81,608.80
								[c]0.75	2@24			719,209.50
			State P		Non-Federal-aid portion of contract (For balance of contract see Part B—Primary—Rural)							36,833.97
3	FA 2	71X-R	F	LaSalle	St. Vincent Ave. (US 51—FA 2) from FAI 80 interchange to LaSalle	0.38			24			17,474.90
							[c]0.38		2@3			19,698.73
										[c]43		565.00
					(For balance of contract see Part A—Primary—Section 71X-R)							
3	SBI 2	70RS-1	State P	LaSalle	US 51 (SBI 2) in and north of Oglesby	0.90			18, 20, 28			27,040.80
										[b]195		3,234.00
3	SBI 7	(30X-1, 30X-2) RS-2	State P	LaSalle	Norris Drive (US 6—SBI 7) from west of LaSalle St. to east of Columbus St. in Ottawa	[cv]0.13			2@30, 30			10,747.26
3	SBI 2	(56, 56A) RS	State P	McLean	US 51 (SBI 2) from intersection with US 66 at Bloomington southerly	0.50			18			11,432.00
4	SBI 8 Spur	39-1(W, RS)	U	Knox	Main Street (SBI 8 Spur) between Chestnut and Walnut Streets in Galesburg	0.09			2@24			5,072.00
								[c]0.09	2@9			18,229.40
4	FA 31	117-4, RS	U	Peoria	North University St. (FA 31) between Stratford Drive and West Margaret St. in Peoria	[cv]0.68			2@24			49,207.50
								[c]0.68	2@24			256,554.88
			State P		Non-Federal-aid portion of contract (For balance of contract see Part A—Primary)							50,657.95

4	FA 31	118(W, RS)	U	Peoria	University Street (FA 31) between Nebraska Ave. and Margaret Ave. in Peoria	0.92			2@23			78,623.00
							[c]0.92		5, 8			218,780.36
			State P		Non-Federal-aid portion of contract							360.00
					(For balance of contract see Part A—Primary—FA 31—Section 118(W, RS)							
4	FA 31	122	U	Peoria	MacArthur Highway (FA 31) between West 7th Ave. and West Bradley Ave. in Peoria	0.09			2@24			13,339.50
							[c]0.09		2@var.			51,429.80
										[c]44		1,010.00
					(For balance of contract see Part A—Primary—FA 31—Section 122)							
4	SBI 8, 9, FA 31	9[h]	State P	Peoria	On 4.87 mi. of Ill. 8 (SBI 8) from Main St. to North Pierson St., US 24 (SBI 9) from Peru St. to south city limit of Bartonville and US 150 (FA 31) from Glen Ave. to Ill. 91 all in Bartonville	[c]2.87			20, 22, 40			59,288.71
										[c]680		13,124.90
5	SBI 10	7Z-RS	State P	Piatt	Market St. (Ill. 105—SBI 10) between Kratz St. and Center St. in Monticello	0.69			36			55,278.20
										[c]235		4,305.00
6	FA 36	78(W, RS)	U	Adams	Fourth St. (FA 36) from Spring St. to Locust St. in Quincy	0.94			42			59,268.78
							[c]0.94		5, 8, 21			117,985.70
										[c]209		4,497.00
6	FA 161	84-3(R, RS)	U	Sangamon	FA 161 from US 66 Bypass and Sangamon Ave. easterly and northerly to US 54 and Bissell Road	0.34			2@24			38,470.47
								[c]0.34	2@24			250,290.34
					(For balance of contract see Part B—Rural and Part A—Interstate—FAI 55—Section 84-2-2)							
6	FA 196	2	U	Sangamon	Hazel Dell Road (FA 196) near US 66 interchange south of Springfield	0.29			2@24			16,585.32
								[c]0.29	2@24			114,107.40
			F									38,171.90
					(For balance of contract see Part A—Primary—FA 196—Section 2)							
7	FA 2	23Z(W, RS)2	U	Fayette	US 51 (FA 2) in Vandalia	0.09			2@21, 42, var.			9,327.60
							[c]0.03		2@3, var.			7,968.65
								[c]0.06	2@var.			20,198.40
					(For balance of contract see Part B—Primary—Rural—Section 23-2 and Part A—Primary—Section 23BR, 23-2)							
7	SBI 12	16NRM-ZRS	State P	Marion	Main St. (US 50—SBI 12) from west limit of Salem to C&EI RR in Salem	[cp]1.25			36			77,490.30
										[b]40		1,050.00

TABLE 21.—Continued.
PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
7	SBI 142	106-I	State P	Marion	Broadway Ave. (Ill. 37—SBI 142) between Lyford St. and Boone St. in Salem	0.15			2@10			3,500.00
								[f]0.15	2@10			16,346.40
7	SBI 1	3Z(W, RS)	F	White	Main St. (SBI 1—Ill. 1) between Fifth St. and Locust St. in Carmi	0.68			44, 50			69,654.70
							[c]0.37		6, 2@6			59,255.40
										[c]144		2,995.00
			State P		Non-Federal-aid portion of contract							1,225.00
8	SBI 13	126-Z(W, RS)	State P	St. Clair	Freeburg Ave. and Charles St. (Ill. 13—SBI 13) between Ill. 158 and Main St. in Belleville	0.77			30			126,931.44
										[c]68		1,462.75
8	SBI 15	(27, 28)RS	F	St. Clair	Ill. 15 and 158 (SBI 15) between Belleville and Mascoutah (For balance of contract see Part B—Primary—Rural—District 8—Section (27, 28, 29)RS)	1.79			24			32,965.20
8	SBI 15, 177	(5, 109-Z)W, RS	F	Washington	Ill. 15 and 177 in Okawville	1.16			24			44,631.98
							[c]1.16		2@2, 2@3			244,816.37
9	SBI 183	112(W, RS)	State P	Franklin	Franklin Ave. (Ill. 183—SBI 183) from Park St. easterly to CB&Q RR in Sesser	0.39			2@20			16,569.60
							[c]0.39		2@3			31,597.74
										[c]100		3,214.00
9	SBI 37	12RS-3	F	Williamson	Grand Ave. (Ill. 37—SBI 37) between 18th St. and 3rd St. in Johnston City	1.02			24			53,166.10
								[c]0.26	24			192,700.51
10	FA 42	30-1-I	State P	Cook	At intersection of Harlem and North Avenues in Chicago, Oak Park, River Forest and Elmwood Park	0.33			2@35			30,465.70
							[c]0.33		2@17			200,615.60
10	FA 42, SBI 4	1962-20RS	State P	Cook	Harlem Ave. (Ill. 42A—FA 42) from 63rd St. to 79th St. in Bedford Park and on Joliet Road (US 66—SBI 4) from 47th St. to Harlem Ave. in Lyons Township	3.10			40			54,072.80
										[c]200		3,000.00
10	FA 121	1962-23RS	State P	Cook	95th St. (US 12, 20—FA 121) from Cottage Grove Ave. to Jeffery Ave. in Chicago	1.50			40			22,049.50
										[c]500		8,000.00

10	FA 180, SBI 46	1962-16RS	State P	Cook	127th Street (FA 180) from Kedzie Ave. to Loveland Ave. near Blue Island and on 79th St. near Oketo Ave. in Bridgeview	2.02			20, 22			44,292.80
										[c]3,000		27,000.00
10	SBI 5	1962-2RS	State P	Cook	Washington Blvd. (SBI 5) between Harlem Ave. and Austin Blvd. in Oak Park	1.50			38			36,061.00
								[c]0.11	38			117,697.05
										[c]750		7,875.00
10	SBI 23 & 49	1962-15-RS	State P	Cook	At intersection of Lincoln Highway (SBI 23) with State St.							
					Wood Blvd. from 159th St. to 143rd St.	2.00			40			53,571.63
										[c]500		5,625.00
10	SBI 42	1962-21RS	State P	Cook	Sheridan Road (Ill. 42—SBI 42) from Washington Ave. to 10th St. in Wilmette	1.20			40			39,348.00
										[c]50		800.00
10	SBI 55	1962-14RS	State P	Cook	Cermak Road (SBI 55) between Lombard Ave. and Belt RR of Chicago in Cicero	[cp]2.01			2@40			277,675.75
										[c]1,000		11,250.00
10	SBI 60	B-119-Y-RS	U	Cook	Rand Road (US 12—SBI 60) between Graceland Ave. and Hawthorne Ave. in Des Plaines	0.66			20, 24			49,265.46
							[c]0.66		1, 6			274,298.80
10	US 54	1962-2-W-RS	State P	Cook	Wood Boulevard (US 54) between Dixie Highway and 159th St.	2.00			40			57,534.10
	US 34 & 66				On Ogden Ave. (US 34 and 66) between Lawndale and Harlem Avenues	1.25			40			35,958.70
					On 159th St. between Wolf Road and Mannheim Road		[b]2.00					29,321.00
										[b]2,160		27,000.00
					All in south portion of Cook County							
10	Various	1962-6-RS	State P	Cook	Various routes at four (4) locations in northern portion of Cook County	3.96			54, 57, 60			115,279.13
										[b]825		9,075.00
10	Various	1962-7-RS	State P	Cook	Various routes in western portion of Cook County	3.73			40, 48, 2@24			48,828.02
										[b]450		5,400.00
10	Various	1962-8-RS	State P	Cook	Various routes in southern portion of Cook County	2.16			40, 48, var.			61,961.26
										[b]1,650		20,625.00
10	Various	Dist. 10 Maintenance Contract 1962-1-RS	State P	Cook	Various routes in northern portion of Cook County	4.20			20, var.			80,963.20
										[b]1,360		15,572.00
10	Various	1962-11(W, RS)	State P	Cook	On various routes in and near Chicago	5.48			20			79,494.20
							[b]2.10		2@2			77,790.04
10	Various	1962-12RS	State P	Cook	On various routes at eight (8) locations in Cook County	1.49			10, 40			85,298.20
										[c]335		4,757.00

TABLE 21.—Continued.
PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
10	Various	1962-13-RS	State P	Cook	At five (5) locations in north portion of Cook County	1.03			Var.			33,139.70
										[c]645		9,675.00
				Primary highways, urban—								
					Continuous bituminous surfacing	70.58						$ 2,349,638.98
					Intermittent bituminous surfacing	2.87						59,288.71
					Colorphalt surfacing	4.07						465,778.76
					Concrete base widening		8.85					1,454,834.19
					Bituminous concrete base widening		5.44					275,764.59
					Full-width concrete base course			5.61				2,449,349.97
					Full-width flexible base course			0.15				16,346.40
					Concrete pavement patching					9,367		122,464.95
					Bituminous pavement patching					13,147		166,788.70
					Bridge widening						1	89,570.45
					Totals for primary highways—urban	77.52	14.29	5.76		22,514	1	$ 7,449,825.70
					Totals for primary highways in Part B	756.96	76.73	39.29		130,612	10	$30,428,801.83

SECONDARY ROAD CONTRACTS AWARDED BY THE STATE ON RURAL TYPE WORK.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1	CH 7	C & D (W, RS)	State S	DeKalb	CH 7 from Ill. 23, about 5 mi. south of DeKalb, westerly	1.00			20			$ 26,207.10
							[a][c]1.00		2@6			34,215.69
										[b]84		1,496.00
1	CH 14	28-RS	State S	DuPage	Eola Road (CH 14) from Ill. 65 northerly to CB&Q RR at Eola	1.05			18			21,214.75
										[b]348		8,700.00
1	FAS 143	33(W, RS)	State S	DuPage	Lemont Road (FAS 143) and Main St. between US 66 and Downers Grove	2.03			24			60,542.70
							[b]2.03		2@3			41,281.20
										[b]609		10,554.00
2	FAS 74	(K & K-2)Q-2	State S	JoDaviess	FAS 74 from Apple River Canyon State Park to Ill. 78	3.55			18			76,716.55

2	SA 7	1[h]	State S	Winnebago	Ill. 173 (SA 7) from Calendonia Road southerly to Loves Park	2.05			20			32,566.30
2	CH 18	(Ya-15d) RS-1	State S	Winnebago	CH 18 (SA 18) from Ill. 75 southerly	2.00			20			59,234.19
										[b]76		1,115.86
					(For balance of contract see Part B—Primary—Rural—Stephenson—Winnebago Counties—SBI 75—Sections 111RS-1 and (Ya-15d) RS-1)							
4	SA 3	5[h]	State S	Fulton	On SA 3 between Table Grove and Vermont	4.44			18			47,558.63
										[c]96		1,874.16
										[b]1,868		33,894.48
					(For balance of contract see Part B—Primary—Rural—District 4—SBI 95)							
5	SA 11	3[h]	State S	Vermilion	SA 11 from Muncie northerly	0.29			18			9,042.63
					(For balance of contract see Part B—Primary—Rural—District 5—SBI 1, 10 and 49)							
9	FH 3	(3, 4) RS-1, 6RS-2	S-AFH	Hardin	Ill. 34 (FH 3) between Pope-Hardin County line and Shetlerville	7.81			18			193,654.30
										[c]133		2,668.00
9	FH 20	5RS-1, 6RS-3	S-AFH	Hardin	Ill. 34 (FH 20) from about 1 mi. west of Elizabethtown westerly	4.89			18			138,852.05
9	FH 20	6RS-4, 7RS-1	S-AFH	Hardin-Pope	Ill. 146 (FH 20) between Pope-Hardin County line and Golconda	9.73			18			198,304.64
										[c]623		11,916.00
9	FH 3	(2, 3) RS	S-AFH	Pope-Saline	Ill. 34 (FH 3) between Mitchellsville and Pope-Hardin County line	8.87			18			198,294.27
										[c]260		6,680.00
10	SA 011	1962-19-RS	State S	Cook	Arlington Heights Road between Higgins Road and Central Road south of Arlington Heights	2.62			18			23,217.00
					Secondary roads, rural—							
					Continuous bituminous concrete surfacing	50.33						$1,085,405.11
					Soil-cement base widening		1.00					34,215.69
					Bituminous concrete base widening		2.03					41,281.20
					Concrete pavement patching					1,112		23,138.16
					Bituminous concrete pavement patching					2,985		55,760.34
					Totals for secondary roads—rural	50.33	3.03			4,097		$1,239,800.50

SECONDARY ROAD CONTRACTS AWARDED BY THE STATE ON URBAN TYPE WORK.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1	CH 5	45(W, RS)	State S	DuPage	Main St. (CH 5) between North Ave. and north limit of Glen Ellyn	0.75			24			$ 22,773.80
							[b]0.75		2@2			19,459.45
										[b]481		7,630.00

TABLE 21.—Continued.
PART B.—Concluded.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Pavement Patching (Square Yards)	Number of Bridges	Contract Price
1	CH 17	66(W, RS)	State S	DuPage	Maple and Chicago Avenues (CH 17) between Fairview Ave. in Westmont and Jackson Ave. in Hinsdale	2.56			24, var.			67,937.60
							[c]2.56		2@2			46,810.75
										[c]1,327		20,284.00
1	CH 10	(33, 50) RS	State S	Kane	Main St. (CH 10) west of Batavia	4.41			18			70,518.84
										[b]1,574		29,426.00
1	CH 11	32 Ext. RS	State S	Kane	State St. (CH 11) from Ill. 72 (SBI 72) in Hampshire northerly	0.44			18			8,586.37
										[b]339		6,179.60
					(For balance of contract see Part B—Primary—Rural—District 1—DeKalb-Kane Counties—SBI 72—Section (127, 127S, Y, 106X, 106S, 109) RS)							
1	CH 13	46 & 46 Ext. (W, RS)	State S	Kane	CH 13 (Ill. 25) from about ¼ mi. north of US 30 in Geneva northerly to about ½ mi. south of Ill. 64 in St. Charles	1.31			24			24,066.68
							[c]1.23		2@3			37,642.10
										[c]1,275		23,564.86
1	CH 13	(54, 56) RS, 93I	State S	Kane	Ill. 25 (CH 13) from about ½ mi. north of Ill. 58 in Elgin northerly to Ill. 62 north of Carpentersville	2.43			20			60,122.82
										[c]430		6,450.00
										[b]884		13,260.00
1	CH 6	(57, 29, 29W) W, RS	State S	Lake	Ill. 132 (CH 6) between Ill. 59 and US 12 in Fox Lake	1.49			18, 30			53,769.40
							[b]1.19		3, 12, 2@12			71,329.25
										[b]694		12,299.00
					(For balance of contract see Part B—Primary—Urban—SBI 59—Section 106RS)							
1	CH 8	T-RS, 5CS	State S	Lake	Rand Road (CH 8) between south city limit and Ill. 176 in Wauconda	0.30			39			15,848.20
										[b]163		3,900.00
1	FAS 8	ZW	US	Lake	Deerfield Road (FAS 8) in and east of Deerfield	1.12			2@23			39,311.05
								[c]1.12	2@13			212,246.78
					(For balance of contract see Part A—Secondary—FAS Route 8—Section ZW)							
1	CH 16	44-RS	State S	Lake	Ill. 83 (CH 16) in and near Long Grove	1.39			20			39,006.30
										[b]201		5,524.00
1	CH 1	27RS	State S	Will	Jackson St. (US 6—CH 1) in Joliet	0.40			42			16,044.00
										[c]94		2,162.00
										[b]84		1,992.00

1	CH 59, 42	(46, 46X) RS, (28X-2, X-1) RS	State S	Will	On Raynor Ave. (CH 59) from Jasper St. to Wood Ave. and on Meadow and Larkin Avenues (CH 42) between Thorn St. and Theodore St. in and near Joliet	3.44			20			103,716.85
1	FAS 301	(28X-2) W	US	Will	Black Road (FAS 301) from near intersection with Larkin Ave. easterly to Prairie Ave. in and west of Joliet					[b]104		2,392.00
1	FAS 301	(28X-2) RS	US	Will	Black Road (FAS 301) from near Larkin Ave. easterly to Prairie Ave. in and west of Joliet	1.31		[c]1.30	2@22, 2@12			316,913.12
4	FAS 391	49I	State S	Peoria	At intersection of Garfield Ave. (FAS 391) with Adams St. in Bartonville	0.05			2@22			76,232.50
5	FAS 533	2Z	US	Champaign	Neil St. (FAS 533) between IC RR and Vine St. in Champaign	0.07			34			2,013.75
10	SA 55	1962-1RS	State S	Cook	On Green Bay Road between McLean Ave. and Tower Road in Winnetka	2.07		[c]0.05	6, 8			18,603.65
10	Various	1962-9-RS	State S	Cook	Oak Park Ave. from C&RI RR northerly to 151st St. and 103rd St. between Lawndale and Western Avenues	[a]3.35		[c]0.07	2@22			5,134.50
10	Various	1962-10RS	State S	Cook	At the following five (5) locations: Intersection of Harlem Ave. with 111th St. Cicero Ave. with Ill. 83 Pulaski Road between 131st and 135th Streets On Torrence Ave. Bridge over Calumet River and on Cottage Grove Bridge over Little Calumet River	0.72			2@22			31,678.38
									40, var.			63,724.45
										[c]660		8,910.00
									18, 24			52,637.82
										[b]1,930		20,747.50
									20, 40			16,327.56
										[c]375		5,812.50
					Secondary roads, urban—							
					Continuous bituminous concrete surfacing	24.26						$ 685,134.67
					Intermittent bituminous concrete surfacing	3.35						52,637.82
					Concrete base widening		3.79					84,452.85
					Bituminous base widening		1.94					90,788.70
					Full-width concrete base			2.54				579,441.93
					Concrete pavement patching					4,161		67,183.36
					Bituminous concrete pavement patching					6,454		103,350.10
					Totals for secondary roads—urban	27.61	5.73	2.54		10,615		$ 1,662,989.43
					Totals for secondary roads in Part B	77.94	8.76	2.54		14,712		$ 2,902,789.93
					Total, Part B							$34,088,687.17

TABLE 21.—Continued.

PART C.—CONTRACTED EXTRAORDINARY MAINTENANCE WORK ON FEDERAL-AID INTERSTATE AND OTHER PRIMARY HIGHWAYS AND SECONDARY ROADS.

FEDERAL-AID INTERSTATE HIGHWAY MAINTENANCE CONTRACTS AWARDED BY THE STATE.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 80, 90	Dist. 10 Expressway Mowing Maint. '62-3	State I	Cook	On Kingery Expressway (FAI 80, 90) from Illinois-Indiana State line westerly to Calumet Expressway thence southerly to 1,000 feet south of Goodenow Road (For balance of contract see Part C—Primary—Cook, Will Counties—FA 122)	8.50	Highway mowing		$ 45,343.20
FAI 90	Dist. 10 Expressway Tree Spraying '62-2	State I	Cook	Along Calumet Expressway (FAI 90) between South Shore RR and Sauk Trail Rd. (For balance of contract see Part C—Primary—FA Route 122)	12.00	Tree spraying		1,906.80
FAI 90	Dist. 10 Expressway Tree Spraying '62-3	State I	Cook	Along Congress St. Expressway between Tollway and Wells St. and on Northwest Expressway between Van Buren and Sacramento Ave.	13.00	Tree spraying		3,525.00
FAI 90, 94	Dist. 10 Expressway Mowing Maint. '62-2	State I	Cook	Along Calumet, South and Northwest Expressways between 167th St. and Ogden Ave.	17.50	Highway mowing		77,785.20
FAI 94	Dist. 10 Expressway Slope Restoration '62-1	State I	Cook	Northwest Expressway (FAI 94) between Central Ave. and Edmunds St. in Chicago		Slope rehabilitation		7,491.50
FAI 94	Dist. 10 Expressway Mowing Maint. '62-5	State I	Cook	Along Northwest Expressway (FAI 94) from Ogden Ave. to Edens Expressway (For balance of contract see Part C—Primary—FA 173)	7.00	Highway mowing		39,685.66
FAI 90	Dist. 10 Expressway Mowing Maint. '62-4	State I	Cook-DuPage	Along Congress Street Expressway (FAI 90) between Halsted St. and intersection of Lake St. with Emroy Ave. and between Wolf Rd. and intersection of Roosevelt Rd. with York Road	18.00	Highway mowing		101,314.80
FAI 94	Dist. 10 Expressway Mowing Maint. '62-1	State I	Cook-Lake	Along Edens Expressway (FAI 94) between Wilson Ave. and Clavey Rd.	15.00	Highway mowing		40,641.00

Edens Expressway	Dist. 10 Expressway Tree Spraying '62-1	State I	Cook-Lake	Along Edens Expressway (US 41) between Clavey Rd. and Kostner Ave. in and near Chicago	15.00	Tree spraying		2,720.00
FAI 55	Dist. 1 Mowing Maint. '62-5	State I	Will	Along FAI 55 between Braidwood and Des Plaines River	11.56	Highway mowing		32,699.10
FAI 55, 80	Dist. 1 Mowing Maint. '62-4	State I	Will-Kendall	Along FAI 55 and FAI 80 southwest of Elgin	18.00	Highway mowing		35,994.49
				Total Federal-aid interstate highway maintenance contracts awarded by the State				$389,106.75

PRIMARY HIGHWAY MAINTENANCE CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 2	Dist. 9 Painting 1962-1	State P	Alexander	On US 51 (SBI 2) over Mississippi River at Cairo		Cleaning and painting 1 bridge		$ 17,600.00
SBI 57	571-S-3-I	State P	Cook	On Cicero Ave. (SBI 57) between Oakton St. and Lincoln Ave. in Skokie		Pumping station repair		5,854.52
SBI 54	Dist. 10 Bridge Sidewalk, Handrail and Pier Caps '62-1	State P	Cook-DuPage	On Ill. 83 (SBI 54) at the following 5 locations: AT&SF RR, Des Plaines River, C&S Canal, Calumet Sag Channel and at Calumet Sag Channel Extension all east of Argonne National Laboratory		5 bridge repairs		89,969.00
Various	Dist. 10 Mowing Maint. '62-1	State P	Cook	Along various routes in southern portion of Cook County	117.00	Highway mowing		24,805.40
Calumet & Congress St. Expressways	Dist. 10 Expressway Weed Control Spraying '62-1	State P	Cook-Will	Along Calumet and Congress Street Expressways	14.00	Weed control spraying		1,357.30
Various	Dist. 10 Weed Control Spraying '62-1	State P	Cook	Along various routes in northern portion of Cook County	269.00	Weed control spraying		4,176.65
FA 122	Dist. 10 Expressway Tree Spraying '62-2	State P	Cook	Along Kingery Expressway (FA 122) between Calumet Expressway and Illinois-Indiana State line (For balance of contract see Part C-Interstate-FAI Route 90)	4.00	Tree spraying		635.60
Various	Dist. 10 Mowing Maint. '62-2	State P	Cook	Along various routes in western portion of Cook County	155.71	Highway mowing		25,311.00

TABLE 21.—Continued.
PART C.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 10 Weed Control Spraying '62-2	State P	Cook	Along various routes in southern portion of Cook County	272.00	Weed control spraying		3,661.65
Various	Dist. 10 Mowing Maint. '62-3	State P	Cook	Along various routes in northern portion of Cook County	128.75	Highway mowing		23,578.80
FA 122	Dist. 10 Expressway Mowing Maint. '62-3	State P	Cook-Will	Ill. 1 (FA 122) from Sauk Trail Road north of Cook-Will County line southwesterly to Alt. Ill. 1 (For balance of contract see Part C—Interstate—Cook County—FAI 80, 90)	7.50	Highway mowing		7,520.00
Various	Dist. 10 Weed Control Spraying '62-3	State P	Cook	Along various routes in northern portion of Cook County	269.00	Weed control spraying		4,176.65
Various	Dist. 10 Weed Control Spraying '62-4	State P	Cook	Along various routes in south portion of Cook County	272.42	Weed control spraying		3,661.65
FA 173	Dist. 10 Expressway Mowing Maint. '62-5	State P	Cook	Along Northwest Expressway (FA 173) from Edens Expressway westerly to 2,000 feet west of Mannheim Road (For balance of contract see Part C—Interstate—FAI 94)	8.00	Highway mowing		45,294.34
Various	Dist. 1 Mowing Maint. '62-1	State P	Lake	Along various routes in Lake County	124.00	Highway mowing		17,877.60
SBI 88	125VB-I	State P	Peoria	On Ill. 88 (SBI 88) over AT&SF RR at Edelstein		RR gr. sep. struct. repair		9,835.80
Various	Dist. 1 Mowing Maint. '62-2	State P	Various	Along various routes in DuPage, Cook, Will and Kane Counties	74.70	Highway mowing		17,221.00
Various	Dist. 1 Mowing Maint. '62-3	State P	Various	Along various routes in Cook, DuPage, Kendall and Will Counties	78.00	Highway mowing		12,325.00
Various	Dist. 1, 2 & 3 Bridge Painting '62-1	State P	Various	At eleven (11) locations on various routes in Districts 1, 2 & 3; 1 in DuPage, 3 in Will, 1 in Carroll, 2 in Winnebago, 3 in Iroquois and 1 in LaSalle Counties		Cleaning & painting 11 bridges		14,609.00
Various	Dist. 4 Painting	State P	Various	At 6 locations on various routes; 3 in Fulton, 2 in Knox and 1 in Peoria Counties		Cleaning & painting 6 bridges		31,460.00
Various	Dist. 4 Cinder Hauling '62-1	State P	Various	To various locations and counties		Cinder hauling		27,437.00

Various	Dist. 4 Tree Removal '62-1	State P	Various	Along various routes in Fulton, Knox, McDonough, Peoria and Schuyler Counties		Tree removal		83,195.64
Various	Dist. 4 Tree Removal '62-2	State P	Various	Right-of-way of various routes in District 4		Removal of dead and diseased trees		76,361.60
Various	Dist. 4 Tree Removal '62-3	State P	Various	Along various routes in Bureau, Henry, Knox, Stark, Marshall, Peoria and Putnam Counties		Removal of dead, diseased and damaged trees		59,605.92
Various	Dist. 4 Weed Control Spraying '62-1	State P	Various	Along various routes in Fulton, Hancock, Henderson, Knox, Mercer, McDonough, Schuyler and Warren Counties	352.00	Weed control spraying		10,323.53
Various	Dist. 4 Weed Control Spraying '62-2	State P	Various	Along various routes in Bureau, Henry, Knox, Fulton, Marshall, McLean, Peoria, Stark, Tazewell and Woodford Counties	316.00	Weed control spraying		10,257.00
Various	Dist. 5 Bridge Painting '62-1	State P	Various	On various routes at 19 locations; 2 in Clark, 1 in Coles, 3 in Champaign, 1 in Cumberland, 3 in Macon, 3 in Piatt and 6 in Vermilion Counties		Cleaning & painting 19 bridges		29,997.00
Various	Dist. 5 Weed Control Spraying '62-1	State P	Various	Along various routes in McLean, Ford, Iroquois, Vermilion, Champaign, Piatt, DeWitt, Macon, Moultrie, Logan, Shelby, Douglas, Coles, Cumberland, Edgar, Clark and Christian Counties	1,021.00	Weed control spraying		15,405.00
Various	Dist. 6 Bridge Painting '62-1	State P	Various	On various routes at seven (7) locations; 3 in Pike, 2 in Adams, 1 in Scott and 1 in Pike-Scott Counties		Cleaning & painting 7 bridges		37,095.00
Various	Dist. 6 Weed Control Spraying '62-1	State P	Various	Along various routes in Cass, Christian, Logan, Macon, Macoupin, Mason, Menard, Morgan, Montgomery, Sangamon, Scott and Tazewell Counties	550.00	Weed control spraying		7,400.25
Various	Dist. 6 Weed Control Spraying '62-2	State P	Various	Along various routes in Pike, Adams, Brown, Schuyler, Hancock and Calhoun Counties	278.00	Weed control spraying		4,482.86
Various	Dist. 7 Painting '62-1	State P	Various	At 4 locations; 1 on US 40 in Fayette County, 2 on Ill. 33 in Jasper County and 1 on Ill. 185 in Montgomery County		Cleaning & painting 4 bridges		8,091.00
Various	Dist. 7 Weed Control Spraying '62-1	State P	Various	Along various routes in Coles, Cumberland, Shelby, Effingham, Fayette, Clay, Franklin, Jasper, Crawford, Lawrence, Richland, Marion, Wayne, Edwards, Wabash, Jefferson, Hamilton, White and Gallatin Counties	735.00	Weed control spraying		13,866.20
Various	Dist. 8 Weed Control Spraying '62-1	State P	Various	Along various routes in Bond, Clinton, Madison, Jersey, Macoupin, St. Clair, Greene, Jefferson, Montgomery and Washington Counties	405.00	Weed control spraying		7,812.00
Various	Dist. 9 Weed Control Spraying '62-1	State P	Various	Along various routes in Randolph, Perry, Union, Jackson, Williamson, Franklin, Saline, Gallatin, Hardin, Pope, Johnson, Hamilton and White Counties	380.00	Weed control spraying		12,620.20

TABLE 21.—Continued.
PART C.—Concluded.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 9 Painting '62-2	State P	Various	On various routes at ten (10) locations; 2 in Jackson, 1 in Williamson, 1 in Pope, 3 in Hardin and 3 in Gallatin Counties		Cleaning & painting 10 bridges		13,782.00
SBI 53	535B-6-I	State P	Will	On 9th Street (SBI 53) over Chicago Sanitary and Ship Canal in Lockport		Bridge repair		10,874.00
SBI 53	535B-7	State P	Will	Swing span bridge on Ill. 7 (SBI 53) over the Chicago Sanitary and Ship Canal at Lockport		Repair of bridge operating machinery		45,090.00
				Total primary highway maintenance contracts awarded by the State (excluding Federal-aid interstate contracts)				$ 834,627.16

SECONDARY ROAD MAINTENANCE CONTRACTS AWARDED BY THE STATE

Route[1]	Section	Class[1]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SA 110, 165	Dist. 10 Bridge Sidewalk and Handrail Repairs '62-4	State-S	Cook	On 47th Street (SA 165) over Des Plaines River		Bridge rehabilitation		$10,611.25
				On Willow Road (SA 110) over Skokie Road		Hwy. gr. sep. struct. rehabilitation		4,858.00
				(For balance of contract see Part A—Primary—SBI 58)				
SA 110, 189, 210	Dist. 10 Bridge Sidewalk and Handrail Repairs '62-3	State-S	Cook	On Willow Road (SA 110) over CMSt.P&P RR and on Sibley Boulevard (SA 189) over C&EI RR		22 RR gr. sep. structs. rehabilitated		23,921.35
				On 26th Street (SA 210) over Des Plaines River		Bridge rehabilitation		11,960.70
SA 78	Dist. 10 Bridge Sidewalk and Handrail Repairs '62-2	State-S	Cook	On Belmont Avenue (SA 78) over Des Plaines River north of River Grove		Bridge walk repair and handrail replacement		17,156.00
				Total secondary road maintenance contracts in Part C				$ 68,507.30
				Total, Part C				$1,292,241.21

TABLE 21.—Continued.

PART D.—DETAILED TABULATION OF STATE DAY LABOR CONSTRUCTION AND REHABILITATION CONTRACTS AWARDED DIRECTLY BY THE STATE TO STATE DAY LABOR FORCES DURING 1962.

STATE DAY LABOR CONTRACTS AWARDED ON FEDERAL-AID INTERSTATE HIGHWAYS

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Int. 90	Expressway Maintenance	DL-M-I	Cook	On 67 lane miles of Congress Expressway (Int. 90)	67 lane miles	Pavement patching		$66,975.00
FAI 70	60-6VB-I	DL-M-I	Madison	On FAI 70 over Alton and Southern Railroad north of Fairmont City		Dual RR gr. sep. structs. adjusted to new grade		6,498.48
FAI 55	88B-NRH	DL-M-I	Will	On north-bound US 66 (FAI 55) over Kankakee River near Wilmington		Bridge repair		2,474.50
				Total State day labor maintenance contracts awarded by the State on Federal-aid interstate highways				$75,947.98
				Total State day labor contracts awarded by the State on Federal-aid interstate highways				$75,947.98

STATE DAY LABOR CONTRACTS AWARDED ON PRIMARY HIGHWAYS (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 36	10B	DL-C-P	Adams	On Ill. 96 (SBI 36) over Rock Creek south of Ursa		Bridge handrail repair		$ 2,506.00
Various	Dist. 6 Guardrail Reconstruction '62-1	DL-C-P	Adams-Pike	Along various routes in Adams and Pike Counties at wood guardrail locations		Guardrail modification		25,611.25
FA 12	35-1B-I	DL-M-P	Bond	On US 40 (FA 12) over Big Shoal Overflow Creek about 1¾ mi. east of Pocahontas		Bridge repair		2,309.80
SBI 11	33-Q	DL-C-P	Bond	US 40 (SBI 11) from about ¼ mi. southwest of Pocahontas southwesterly	0.66	Bit. seal coat		1,434.00
SBI 7 Spur	R7-Q2	DL-C-P	Bureau	Ill. 29 (SBI 7 Spur) from intersection of Lincoln Ave. extended north of Depue southerly and westerly	0.81	Bit. surf. treat.	20	2,702.00
SBI 27	3-1-I	DL-C-P	Carroll	At junction of Ill. 64 (SBI 27) and Ill. 78 (SBI 40) south of Mt. Carroll		Constr. of left turn lane		5,946.25
SBI 39	12B-I	DL-M-P	Champaign	On US 150 (SBI 39) over Sangamon River at east limit of Mahomet		Bridge repair		8,490.40
SBI 119	113S-I	DL-C-P	Champaign	Adjacent to Rantoul Subway ½ mi. west of Junction US 45 and 119	0.16	Guardrail modification		4,521.88
FA 12	B-XB-I	DL-M-P	Clark	On US 40 (FA 12) about 2 mi. west of Marshall		Bridge repair		1,392.00
FA 13, 160, SBI 128	7Q-1, 2-2Q-1, 107Q-2, 101Q	DL-C-P	Clay-Lawrence-Shelby	At various locations on US 50, FA 160 and Ill. 128 (FA 13, 160—SBI 128)	6.80	Bit. seal coat with sand asphalt mixture	20, 22	10,609.44

TABLE 21.—Continued.
PART D.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 12	24-BC-I	DL-M-P	Clinton	On US 50 (SBI 12) over Shoal Creek east of Breese		Bridge floor repair		1,698.25
FA 122	2425.1-HB-HF	DL-M-P	Cook	On Torrence Avenue (FA 122) over Kingery Expressway		Removal of hwy. gr. sep. superstructure		9,000.00
FA 131	062-3536.1-MFT	DL-M-P	Cook	On 25th Ave. over Congress Street Expressway in Westchester		Bridge deck, approach slab, curb, media & parapet wall repair		9,925.00
SBI 4	430Y-I	DL-C-P	Cook	Right turn lane of Joliet Road at US 66 and 55th Street in McCook		PCC base course widening	Var.	8,914.00
SBI 5	7Y-RS-1I	DL-C-P	Cook	US 20 (SBI 5) at Hanover Park	0.22	Drainage grading & storm sewer		9,333.00
SBI 46	464-H-I	DL-M-P	Cook	On Mannheim Road (SBI 46) over North Ave. in Chicago		Hwy. gr. sep. struct. repair		7,180.00
SBI 46	465-V	DL-M-P	Cook	On Mannheim Road (SBI 46) over CMSt.P&P RR in Franklin Park		RR gr. sep. struct. repair		27,770.00
SBI 53	531, 532RS	DL-M-P	Cook	On Rohlwing Road (Ill. 53—SBI 53) over Northwest Tollway south of Rolling Meadows		Hwy. gr. sep. struct. repair		4,425.00
SBI 54	545-B-4-I	DL-M-P	Cook	On Ill. 83 (SBI 54) over Sanitary District and Ship Canal east of Argonne National Laboratory		Bridge repair		7,787.50
SBI 54	545-B-8-I	DL-M-P	Cook	On Ill. 83 (SBI 54) over Calumet Sag Canal east of Argonne National Laboratory		Bridge repair		6,500.00
Various	Dist. 10 Guardrail '62-1	DL-C-P	Cook	Along various routes throughout District 10	3.90	Guardrail modification		78,825.25
Various	Dist. 10 Joint Cutting '62-1	DL-C-P	Cook	On various routes and locations throughout District 10		Expansion joint constr.		19,980.00
FA 12	H-XB-I	DL-M-P	Cumberland	On US 40 (FA 12) over Muddy Creek about 1½ mi. southwest of Jewett		Bridge repair		1,756.00
SBI 130	Dist. 5 Culvert Wingwall '62-1	DL-C-P	Cumberland	On Ill. 130 (SBI 130) about 4 mi. north of Greenup		Reconstr. of damaged portion of culvert wingwall		3,883.00
SBI 64, CH 2A	Dist. 1 Bridge Repairs '62-1	DL-M-P	DeKalb-Will	On Ill. 64 (SBI 64) over south branch of Kishwaukee River east of Sycamore		Bridge repair		}
				On Wolf Road at creek north of Mokena		Culvert repair		12,481.70
SBI 6	CY-RS-T	DL-C-P	DuPage	Along Roosevelt Road (Alt. US 30—SBI 6) south of Lombard	0.18	Storm sewer and drainage improvements		5,465.00
SBI 1, 49, 129	Dist. 5 Bituminous Undersealing '62-1	DL-M-P	Edgar-Shelby	At various locations on Ill. 1, 49 and 32 (SBI 1, 49 and 129)	25.83	Bit. undersealing of pavt.		64,575.00
SBI 11	(16Z)I	DL-C-P	Effingham	US 40 (SBI 11) from near west limit of Teutopolis easterly	0.07	Drainage improvement		3,257.50

FA 12	(0-2)I	DL-M-P	Fayette	US 40 (FA 12) near Vandalia		[c]316 sq. yds. pavement patching		12,204.00
SBI 13, 149	Dist. 9 Pavement Patching '62-1	DL-M-P	Franklin-Saline-Williamson	On Ill. 13 (SBI 13) in Williamson and Saline Counties and on Ill. 149 (SBI 149) in Franklin County		1,997 sq. yds. conc. pavt. patching		41,619.50
SBI 9	39D-I	DL-C-P	Fulton	On Ill. 9 (SBI 9) over Spoon River in Fulton County		Bridge repair		10,498.00
FA 164	411D-I	DL-M-P	Greene-Jersey	On US 67 (FA 164) over Macoupin Creek about 1 mi. south of Rockbridge		Bridge repair		20,697.25
SBI 7	6-B-I	DL-M-P	Henry	On US 6 (SBI 7) over Mud Creek about ½ mi. west of Annawan		Bridge repair		5,749.50
SBI 78	Dist. 2 PCC Patching '62-5	DL-M-P	Henry	On 11.60 mi. of Ill. 78 (SBI 78) between north junction with Ill. 92 and the Illinois-Mississippi Canal north of Annawan		1,500 sq. yds. conc. pavt. patching		30,200.00
Various	Dist. 2 Joint Cutting '62-1	DL-C-P	Henry-Rock Island	On various routes and locations in Henry and Rock Island Counties		Cutting and filling expansion joints		20,300.00
SBI 13	B-C-I	DL-M-P	Jackson	On Ill. 13 (SBI 13) over Beaucoup Creek about 4½ mi. north of Murphysboro		Bridge floor repair		18,272.00
SBI 130	(121, 122,123)I	DL-M-P	Jasper-Richland	Ill. 130 (SBI 130) from about ¼ mi. south of south limit of Newton southerly	18.01	Drainage grading		48,444.00
FA 16	(15-2)I	DL-C-P	Jefferson	Ill. 15 (FA 16) about 1 mi. east of Mt. Vernon		Pipe culvert		6,549.00
SBI 1	38B, C-I	DL-M-P	Johnson	On US 45 (SBI 1) over Little Cache Creek at south limit of Vienna		Bridge repair		4,502.00
SBI 47	107B-I	DL-M-P	Kane	On Ill. 47 (SBI 47) over Blackberry Creek about 3 mi. south of Elburn		[d]Bridge rehabilitation		5,115.00
FA 18	11X3(R); 11X3(W, RS)I	DL-C-P	Kankakee	Along 0.22 mi. of Ill. 17 (FA 18) in Kankakee County	0.22	Dead tree removal		5,399.00
SBI 17, 49, 116	Dist. 3 Bituminous Undersealing '62-1	DL-M-P	Kankakee-Livingston	Ill. 17 (SBI 17) from 1 mi. west of Ill. 79 easterly Ill. 49 (SBI 49) from south limit of Manteno southerly Ill. 116 (SBI 116) from Ill. 47 easterly to Ill. 115	14.00 4.10 12.00	Bit. undersealing of pavt.		96,001.25
SBI 20	(G, 16)I	DL-C-P	Lake	Along Ill. 120 (SBI 20) between Wildwood and Round Lake	4.12	Bit. surf. treat. of flex. shldrs.	3 & 10	13,655.21
SBI 21	3R-T	DL-C-P	Lake	Ill. 21 (SBI 21) in Grayslake		Box culvert reconstr.		10,357.10
SBI 21	3T	DL-C-P	Lake	Ill. 21, 83 (SBI 21) at intersection with Druce Lake Road north of Grayslake		Pipe culvert		8,464.35
SBI 176	145T	DL-C-P	Lake	On Ill. 176 (SBI 176) in Island Lake		Storm sewer & drainage improvements		9,664.00
SBI 17, 71	Dist. 3 Joint Cutting '62-1	DL-C-P	LaSalle-Livingston-Marshall	On Ill. 17 (SBI 17) between Reddick and Lacon and on Ill. 71 (SBI 71) between Ottawa and Oglesby		Pavt. joint cutting		6,624.00
SBI 23	43-CS-RS-1	DL-M-P	LaSalle	On Ill. 23 (SBI 23) Hilliard Bridge over Illinois River at Ottawa		Bridge floor resurfacing		30,583.00
SBI 70A	Dist. 3 PCC Patching '62-1	DL-M-P	LaSalle	On 7.10 mi. of Ill. 170 (SBI 70A) from Illinois River Bridge at Seneca southerly		978 sq. yds. conc. pavt. patching		18,972.00

TABLE 21.—Continued.
PART D.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 12	2-I	DL-C-P	Lawrence	At intersection of US 50 (SBI 12) with Lexington Ave. near west limit of Lawrenceville		Intersection & drainage improvements		9,814.00
FA 169, 161, SBI 125, 3	Dist. 6 Patching '62-1	DL-M-P	Logan-Morgan-Sangamon	On 48.10 mi. of US 66 (FA 169) between US 66 Bypass and ITS Subway south of Springfield; On US 54 (FA 161) between Bissell and Chestnut; On Ill. 125 (SBI 125) between Bruns Lane in Springfield and Bradfordton; and on Ill. 123 (SBI 3) between Alexander and about 7 mi. north of Alexander		[c]2,073 sq. yds. pavement patching		41,457.00
SBI 121	Dist. 5 Bridge Repair '62-1	DL-M-P	Macon	Staley viaduct on Ill. 47, 121 (SBI 121) in Decatur		Wearing surface removal & replacement, & repair of 14 expansion joints		13,792.00
SBI 3	59C-I	DL-M-P	Madison	On Ill. 100 (SBI 3) over Plasa Creek near Madison-Jersey County line northwest of Alton		Bridge rehabilitation		3,848.50
SBI 3	100D	DL-M-P	Madison	On Ill. 100 (SBI 3) over Mississippi River at Alton		Bridge repair		650.00
SBI 112	125B	DL-M-P	Madison	On Ill. 112 (SBI 112) over Mooney Creek about ¼ mi. north of Edwardsville		Bridge repair		6,650.00
SBI 160	134C-I	DL-M-P	Madison	On Ill. 140 (SBI 160) over Cahokia Canal west of Carpenter		Bridge repair		6,351.50
SBI 2	27-I	DL-C-P	Marion	US 51 (SBI 2) from about 3 mi. north of Sandoval southerly	0.25	Drainage improvement		21,971.30
SBI 12	17V-3	DL-M-P	Marion	On US 50 (SBI 12) over IC RR near Odin		RR gr. sep. struct. repair		2,400.00
FA 142	1-I	DL-C-P	Mason	Along one side of Ill. 97 (FA 142) from 6.5 mi. southeast of Havana to 0.6 mi. north of Kilbourne	3.20	Shldr. rehabilitation		9,652.50
SBI 78	141-I	DL-M-P	Mason	Along Ill. 78 (SBI 78) from Havana to Bath	7.50	Shldr. rehabilitation		42,750.00
SBI 3	38B-I	DL-M-P	McDonough	On Ill. 3 (SBI 3) over LaMoine River ½ mi. north of Macomb		Bridge repair		12,439.75
SBI 47	104	DL-M-P	McHenry	On Ill. 47 (SBI 47) over branch of Nippersink Creek about 4 mi. north of Woodstock		Bridge handrail repair		5,679.50
Various	Dist. 1 Roadguard '62-1	DL-C-P	McHenry-Kane-Kendall	Along various routes and locations	1.80	Roadguard modification		30,300.50
FA 5	Dist. 3 Crushed Stone Shoulders '62-1	DL-M-P	McLean	Along US 66 (FA 5) between Chenoa and 1 mi. south of Lexington	9.00	Flexible shoulders	3	12,925.00
FA 5	1(HB,VB,VB-1)RS	DL-M-P	McLean	On US 66 (FA 5) over US 51; IT, NYC and Nickel Plate Railroads; and over IC RR		Rehabilitation of 1 hwy. and 2 RR gr. sep. structs.		58,810.00
FA 5	Dist. 3 Bridge Repair '62-1	DL-M-P	McLean	Bridge on northbound lane of US 66 (FA 5) in Section 17RS		Bridge rail modified		1,425.00

SBI 2			LaSalle	Bridge on US 51 (SBI 2) in Section 72		Bridge rail modified		770.00
SBI 3, 85, 83	Dist. 4 Patching '62-1	DL-M-P	Mercer-Warren	On 32.94 mi. of US 67 (SBI 3 and 85) between Boden and Monmouth and on Ill. 17 (SBI 83) between Aledo and New Windsor		2,007 sq. yds. conc. pavt. patching		39,773.00
SBI 8	11-I	DL-C-P	Peoria	Ill. 8 (SBI 8) about 2 mi. east of Norwood	0.32	Pipe underdrains, shldr. grading, bit. resurf.		14,989.80
SBI 8	(15,16,17,17 Ext.)Q2	DL-C-P	Peoria-Fulton	Ill. 116 (SBI 8) between Farmington and Hanna City	9.69	Bit. resealing of shldrs.		8,316.50
SBI 105	(107, 108)I	DL-C-P	Pike	On Ill. 104 (SBI 105) north of Fishhook	0.14	Reconstruction of fill slopes, culv. extensions, and misc. work		27,171.00
SBI 34	7-B-1	DL-M-P	Pope	On Ill. 146 (SBI 34) over Lusk Creek near north city limit of Golconda		Removal of damaged superstructure & salvaging members of bridge		10,000.00
SBI 89	119BR	DL-C-P	Putnam-Bureau	On Ill. 71 (SBI 89) over Illinois River northwest of Hennepin		Bridge repair & deck resurf.		38,664.48
SBI 3	73C-3	DL-C-P	Randolph	On Ill. 3 (SBI 3) over Kaskaskia River at Evansville		Bridge repair		54,476.30
SBI 80	Dist. 2 Bridge Repair '62-1	DL-M-P	Rock Island	On Ill. 2, 92 (SBI 80) over Rock River south of Moline and over CRI&P RR in Silvis		Bridge & struct. repairs		
SBI 70				On Ill. 70 (SBI 70) over Pecatonica River northwest of Rockford		Bridge repair		29,516.75
SBI 75			Winnebago	On Ill. 75 (SBI 75) over Pecatonica River west of Harrison		Bridge repair		
SBI 13	4-C-I	DL-M-P	Saline	On Ill. 13 (SBI 13) over Middle Fork of Saline River about 1¾ mi. east of Harrisburg		Bridge repair		3,260.00
SBI 126	110X-5	DL-M-P	Sangamon	BR US 66 (SBI 126) at south edge of Springfield		Reconstruction of 3 experimental joints		3,480.00
SBI 100	112-B-C-I	DL-M-P	Schuyler	On Ill. 100 (SBI 100) over Sugar Creek north of Frederick		Bridge repair		11,848.10
SBI 13	24-C-I	DL-M-P	St. Clair	On Ill. 13 (SBI 13) over Kaskaskia River at west city limit of New Athens		Bridge repair		14,318.05
SBI 26	Dist. 2 Guardrail Replacement '62-1	DL-C-P	Stephenson-Lee-Ogle	Along Ill. 26 (SBI 26) between Freeport and Cedarville and between Dixon and Ill. 64	2.00	Guardrail modification		36,328.50
Various	Statewide Rumble Strips '62-1	DL-C-P	Various	At one location in each of the ten highway districts		Rumble strips		34,994.50
Various	Bridge-Deck Core Drilling	DL-C-P	Various	On 68 structures at various locations throughout the State (Includes work on secondary and interstate routes)		680 bridge deck core drillings		12,920.00
Various	Dist. 2 Concrete Headwall Removal '62-1	DL-C-P	Various	On various routes and locations throughout District 2		Removal of culv. headwalls to side-slope grade		15,100.00
Various	Dist. 3 Headwall Removal '62-1	DL-C-P	Various	At various locations on various routes throughout District 3		Removal of culvert headwalls to side-slope grade		17,972.00

TABLE 21.—Continued.
PART D.—Continued.

Route[1]	Section	Class[1]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 3 Guardfence Replacement '62-1	DL-C-P	Various	Along various routes and locations in District 3		Guardrail & road guard reconstr.		59,333.00
Various	Dist. 4 Headwall Removal '62-1	DL-C-P	Various	On various routes and locations throughout District 4		Removal of culv. headwalls to side-slope grade		22,500.00
Various	Dist. 4 Guardrail Reconstruction '62-1	DL-C-P	Various	Along various routes at wood guardrail locations in District 4		Guardrail modification		54,534.50
Various	Dist. 5 Guardrail Reconstruction '62-1	DL-C-P	Various	Along various routes in Champaign, Clark, DeWitt, Iroquois, Moultrie and Vermilion Counties	1.16	Guardrail reconstr.		21,489.75
Various	Dist. 5 Districtwide Joint Construction '62-1	DL-C-P	Various	At ends of structures on various routes in Coles, Champaign, Macon, Piatt and Vermilion Counties	0.01	Cutting & filling 4" expansion joints		4,320.00
SBI 121, 119	Dist. 5 Concrete Headwall Removal '62-1	DL-C-P	Various	At various locations along US 36 and 136 (SBI 121, 119) in District 5		Removal of culv. headwalls to side-slope grade		12,467.00
FA 12, SBI 121	Dist. 5 Paved Ditch Repair '62-1	DL-C-P	Various	Along US 40, 36 (FA 12—SBI 121) at locations of existing paved ditches in Clark, Cumberland and Edgar Counties	0.37	New conc. paved ditches	5, 7, 9	25,950.00
Various	Dist. 6 Joint Cutting '62-1	DL-C-P	Various	At various locations on various routes throughout District 6		Pavt. joint cutting		32,144.00
Various	Dist. 7 Joint Construction '62-1	DL-C-P	Various	At each end of structures on various routes throughout District 7	0.19	Cutting & filling 4" expansion joints		7,530.00
Various	Dist. 7 Headwall Removal '62-1	DL-C-P	Various	On various routes and locations throughout District 7		Removal of culv. headwalls to side-slope grade		6,930.00
Various	Dist. 8 Guardrail '62-1	DL-C-P	Various	Along all routes in District 8		Replacing all wood guardrails with steel plate beam guardrails		68,690.50

Various	Dist. 8 Headwall Removal '62-1	DL-C-P	Various	On various routes and locations throughout District 8		Removal of culv. headwalls to side-slope grade		12,850.00
Various	Dist. 9 Culvert Headwall Removal '62-1	DL-C-P	Various	On various routes and locations throughout District 9		Removal of culv. headwalls to side-slope grade		15,390.00
SBI 140, 146, FA 4, 144	Dist. 9 Guardfence Replacement '62-1	DL-C-P	Various	Along various routes and locations in District 9	0.91	Steel plate beam guardrails & delineators		20,188.50
SBI 15	HB-142	DL-M-P	Wabash	On Ill. 15 (SBI 15) over Wabash River at Mt. Carmel		Bridge repair		2,120.00
Various	Dist. 8 Joint Cutting '62-1	DL-C-P	Washington-Clinton	On approaches to 12 bridges on various routes and locations		Pavt. joint cutting		4,148.00
SBI 14	11-I-1	DL-C-P	White	US 460 (SBI 14) from about 3 mi. east of the intersection with US 45 westerly	0.90	Drainage grading		18,175.00
SBI 139	(101B, 101B-C)I	DL-M-P	White	On US 460 (SBI 139) 3 and 6½ mi. east of Crossville respectively		Approach slabs and parapet wall rehabilitation of 2 bridges		2,411.00
SBI 141	Dist. 7 Bituminous Undersealing '62-1	DL-M-P	White-Gallatin	Ill. 141 (SBI 141) from near the intersection with Ill. 1 easterly	8.53	Bit. undersealing of pavt.		10,500.00
SBI 9	4BC	DL-M-P	Woodford	On US 150 (SBI 9) over Mackinaw River about 2½ mi. west of Congerville		Bridge rail repair		1,042.00
SBI 9	5-I	DL-C-P	Woodford	US 150 (SBI 9) from about ¼ mi. west of intersection with Ill. 117 westerly	0.13	Misc. improvements		5,728.50

Total State day labor construction contracts awarded on primary highways (excluding Federal-aid interstate contracts)	$ 999,539.36
Total State day labor maintenance contracts awarded on primary highways (excluding Federal-aid interstate contracts)	$ 835,867.30
Total State day labor contracts awarded on primary highways (excluding Federal-aid interstate contracts)	$1,835,406.66

STATE DAY LABOR CONTRACTS AWARDED ON SECONDARY ROADS

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
HB 886	Deer Plain Ferry	DL-C-S	Calhoun-Jersey	At Deer Plain Ferry (Brussels Ferry) west of Grafton		Landing ramps		$ 7,448.56
FAS 520	277T	DL-C-S	Champaign	AtFlorida Avenue (FAS 520) Subway in Champaign		Drainage improvements		5,700.00
Various	Dist. 5 Bituminous Seal Coat '62-1	DL-C-S	Champaign-Clark-Cumberland-Vermilion	On various routes and locations in District 5 (Includes work on primary highways)	29.51	Bit. seal coat	Var.	38,850.00
SA 7	0409	DL-M-S	Cook	On Meacham Road (SA 7) over Northwest Tollway east of Schaumburg		Bridge repair		3,360.00
SA 9	31B	DL-M-S	Cook	On Higgins Road (Ill. 72—SA 9) over Salt Creek		Bridge rail replacement		2,451.20
SA 13	1293-15d	DL-M-S	Cook	On Irving Park Road (SA 13) over DesPlaines River northeast of Franklin Park		Bridge repair		22,598.00

TABLE 21.—Continued.
PART D.—Concluded.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SA 22	1954-8	DL-C-S	Cook	On Lincoln Highway (SA 22) over Butterfield Creek		Bridge rail replacement		1,376.00
SA 046	1111.1	DL-M-S	Cook	Pedestrian overpass at Grand and Central Avenues in Chicago		Stairway repair		4,528.80
SA 51	1212-15d	DL-M-S	Cook	On Crawford Ave. (SA 51) over Cal-Sag Channel near Blue Island		Rehabilitation of bridge expansion joints		2,895.00
SA 67	1112.1-15d-I	DL-M-S	Cook	On Torrence Ave. (SA 67) over Calumet River east of Lake Calumet		Bridge floor & handrail repairs		11,093.00
SA 86	3144	DL-C-S	Cook	On Crawford Ave. (SA 86) over Butterfield Creek		Bridge rail replacement		3,615.00
SA 89	1295-15d-I	DL-M-S	Cook	On Burnham Ave. (SA 89) over Calumet River south of Burnham		Bridge repair		1,375.00
FAS 453, 457	11Q-1	DL-C-S	Fulton	FAS 453, 457 from about 6 mi. northwest of Havana extending south and southeasterly	1.75	Bit. surf. treat.	22	2,914.40
Various	Dist. 3 Bituminous Seal Coat '62-1	DL-C-S	Grundy-Kankakee-Livingston-McLean	On various routes and locations	8.21	Bit. seal coat		39,285.00
FAS 415	13Q	DL-C-S	Henderson	FAS 415 from Ill. 94, 116 easterly to Raritan	3.96	Bit. surf. treat.	22	9,325.40
Various	Dist. 2 Bituminous Seal Coat '62-1, 2, 3, 4	DL-C-S	Henry-Whiteside-Winnebago	Various routes in District 2	9.00	Bit. seal coat	Var.	42,497.45
CH 7	42I	DL-C-S	Lake	Wilson Road (CH 7) at CMSt.P&P railroad crossing near Long Lake		RR crossing repairs		$10,084.65
CH 11	Z-I	DL-C-S	Lake	On Deerfield Ave. (CH 11) over Skokie Ditch in Highland Park		Bridge rail modified		3,280.00
SA 7, 21, 1A	Dist. 9 Bituminous Seal Coat '62-1	DL-C-S	Randolph-Johnson-Hardin	At various locations on SA Routes 7, 21 and 1A	8.87	Bit. seal coat on existing surface		56,496.44
SB 878	12-1	COF (DL)-S.	Sangamon	State highway office building grounds in Springfield		Constr. of additional bit. surf. parking facilities		22,263.45
	Footbridge Construction, Lincoln Trail Relocation	DL-C-S	Sangamon-Menard	On relocated Lincoln Trail, one in Sangamon County and one in Menard County between New Salem Park and Springfield		2 footbridges		2,911.90
SA 19	54VE-NRM-I	DL-M-S	St. Clair	On Kingshighway (SA 19) over Pennsylvania and B&O RR in Caseyville		RR gr. sep. struct. repair		25,436.00

SB 275	2Q	DL-C-S	Wayne	FAS 795 from Wayne County conservation area to SA 16 about 1½ mi. west of Jacksonville	0.89	Road repair & A-2 resurfacing	18	7,966.50

Total State day labor construction contracts awarded on secondary roads	$231,751.30
Total State day labor maintenance contracts awarded on secondary roads	73,737.00
Total State day labor capital outlay fund contracts awarded on secondary roads	22,263.45
Total State day labor contracts awarded on secondary roads	$327,751.75
Total State day labor capital outlay fund contracts awarded	$ 22,263.45
Total State day labor construction contracts awarded	1,231,290.66
Total State day labor maintenance contracts awarded	985,552.28
Total, Part D	$2,239,106.39

PART E.—CONTRACTS OBLIGATED AND AWARDED BY THE STATE FOR IMPROVEMENTS NOT LOCATED ON ANY OF THE HIGHWAY SYSTEMS LISTED IN PARTS A, B, C, OR D.

Route[1]	Section	Class[1]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SB 275	1	State	Adams	State Park Road in Siloam Springs State Park	2.48	Bit. surf. treat., base strengthening	20	$23,842.20
SB 275	1	State	Carroll	State Park Road in Mississippi Palisades State Park northeast of Savanna	0.91	Grading, flex. base and bit. seal coat	20	6,231.50
	Dist. 5 Storage Area Resurfacing '62-1	State	Champaign	Maintenance Storage Area on Leverett Road north of Champaign		Bit. conc. surfacing		27,374.00
SB 878	12	C.O.F.	Cook	Maintenance yard for Congress Street Expressway on Harrison Street between Laramie Avenue and Rockwood Street in Chicago		Base repair & bit. conc. resurf.		52,989.10
SB 878	12LS	State	Cook	Calumet Expressway Maintenance Yard on Calumet Expressway at intersection with 167th Street south of Chicago		Landscaping		12,898.30
SB 275	4	State	DeWitt	Entrance road, peripheral roads and parking lots in Weldon Springs State Park about 2¾ mi. southeast of Clinton	2.38	Base repair, bit. surf. treat.	16, 18, var.	39,425.30
SB 878	Dist. 5 Headquarters Landscaping '62-1	State	Edgar	At District 5 headquarters in Paris		Landscaping		17,514.50
SB 878	12	State	Effingham	On State Highway Parking Lot in Effingham		Bit. conc. resurf. and misc. improvements		32,317.07
SB 275	1	State	Henry	Township Road 245 entrance to Johnson Sauk Trail State Park		Grading & oiling		
				Park Roads in Johnson Sauk Trail State Park	1.54	Gravel or crushed stone surf. course and bit. road mix.	20	10,868.50
SB 878	12	State	Jackson	On existing drive sat highway district headquarters in Carbondale		Bit. conc. surfacing	Var.	4,116.30

TABLE 21.—Continued.
PART E.—Concluded.

Route[1]	Section	Class[1]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SB 275	2, 3	State	Johnson-Randolph	Randolph County Conservation Area and Ferne Clyffe State Park Roads	5.41	Flex. base, bit. surf. treat.	18, 20	42,353.90
SB 275	1	State	Lake-McHenry	McHenry Dam State Park entrance road about 2 mi. south of McHenry and Chain-O-Lakes State Park entrance road	1.32	Bit. surf. treat.	20, 24	17,738.86
SB 878	12	C.O.F.	LaSalle	Parking areas of State Highway Buildings on East Norris Drive in Ottawa		Base repair, bit. conc. resurf. and drainage improvements		52,591.99
SB 275	1	State	McDonough	Lake Argyle State Park Road	5.23	Flex. base, bit. surf. treat.	17.5	65,527.82
HB 1757	8	C.O.F.	Sangamon	District 6 highway employees parking area at 1st and Ash Streets in Springfield		Bit. conc. surfacing	Var.	25,998.30
SB 275	1	State	St. Clair	On Grand Marais Golf Course Road and two (2) auto parking lots all in Grand Marais State Park	6.62	Bit. conc. resurf.	22	22,968.65
						Bit. surf. treat.		
	Dist. 4 Maint. Yard Surfacing '62-1	State	Tazewell	Illinois Division of Highways Maintenance Yard at East Peoria		Bit. conc. surfacing		5,272.12
SB 275	1	State	Washington	Access road in Washington County Conservation Area from Ill. 127 about 3½ mi. south of Nashville southeasterly	0.62	Flex. base, bit. surf. treat.	20, 18	59,263.70
						Total contracts awarded by the State in Part E		$519,292.11

Total, Part A	$145,869,232.05
Total, Part B	34,088,687.17
Total, Part C	1,292,241.21
Total, Part D	2,239,106.39
Total, Part E	519,292.11
Total Parts A, B, C, D and E	$184,008,558.93
Total FAS contracts, Local Roads and Streets Report	$ 20,002,323.78
Total all contracts awarded by the State, by Cook County, and by the City of Chicago	$204,010,882.71

RECAPITULATION OF CONTRACTS AWARDED FOR STATE HIGHWAYS IN 1962.

Awarded by	Interstate	Primary	Secondary	Total
State of Illinois				
Regular Part A	$ 83,286,795.84	$38,915,423.98	$3,413,242.91	$125,615,462.73
Rehabilitation Part B—Rural	358,441.61	22,978,976.13	1,239,800.50	24,577,218.24
Rehabilitation Part B—Urban	398,653.80	7,449,825.70	1,662,989.43	9,511,468.93
Maintenance Part C	389,106.75	834,627.16	68,507.30	1,292,241.21
Day Labor Part D—Construction		999,539.36	231,751.30	1,231,290.66
Day Labor Part D—Maintenance	75,947.98	835,867.30	96,000.45	1,007,815.73
Subtotal	$ 84,508,945.98	$72,014,259.63	$6,712,291.89	$163,235,497.50
County of Cook				
Part A	5,387,991.12	264,363.00		5,652,354.12
City of Chicago				
Part A	14,601,415.20			14,601,415.20
Summary of Parts A, B, C and D	$104,498,352.30	$72,278,622.63	$6,712,291.89	$183,489,266.82
Federal-aid Secondary contracts awarded by the State listed in Local Roads and Streets Section. Table 55			20,002,323.78	20,002,323.78
Contracts awarded for work not located on any highway system, listed in Part E		(*519,292.11)		*519,292.11
Total State highway contracts awarded	$104,498,352.30	$72,797,914.74	$26,714,615.67	$204,010,882.71

PREFIXES, ABBREVIATIONS AND TERMS USED IN TABLE 21, PARTS A, B, C, D, AND E.

Note: Type of bituminous surfacing on projects listed in Part B is Subclass I-11.

b. Bituminous concrete material.
c. Portland cement concrete material.
c.p. Colorphalt surfacing.
f. Flexible type construction (gravel or crushed stone, bituminous concrete, etc.).
i. Intermittent bituminous concrete surfacing (mileage is total length to be improved within location described).
p. Primary portion of contract only (Federal-aid secondary portion listed in Table 55, Local Roads and Streets).
s.c. Soil-cement composition.
t. An RC box culvert of one or more openings classed as a bridge (when the total openings, including the thickness of all inside walls, measured along the centerline of traveled way measures 20 feet or more).
w. Bridge or grade separation structure widened.

TABLE 21.—Concluded.

[1] HIGHWAY SYSTEMS

FAI	Federal-aid Interstate	FH	Forest Highway
SBI	State Bond Issue	AD	Defense Access Road
FA	Federal-aid Primary	CH	County Highway
SA	State-aid Secondary	BR	Business Route
FAS	Federal-aid Secondary	US	United States Route

[2] FUND DESIGNATION

Int. — To be financed mostly on the basis of 90 per cent Federal and 10 per cent State funds for constructing and improving the National System of Interstate and Defense Highways.

Int. G — Railroad grade separation structures on interstate highway system financed 100 per cent with Federal-aid interstate railroad funds.

FI — Improvements on interstate highway system financed with regular Federal-aid and matching State funds.

EBI — Improvements on interstate highway system financed with Cook County expressway bond issue funds.

State I — Improvements on interstate highway system financed entirely with State funds.

State of Mo-I — Bridge on interstate highway system over Mississippi River financed 50 per cent by State of Illinois and 50 per cent by State of Missouri.

DL-M-I — Improvements constructed by State day labor forces on interstate highway system financed with State day labor maintenance funds.

F — Improvements on primary highway system, financed with regular Federal-aid and matching State funds.

FG — Railroad-highway improvements on primary highway system financed with Federal-aid railroad funds.

U — Improvements on primary highway system in urban area financed with Federal-aid and matching State or municipal funds.

UG — Railroad-highway improvements on primary highway system in urban area financed with Federal-aid railroad funds.

EBU — Improvements on primary highway system in Cook County urban area financed with Cook County expressway bond issue funds.

State P — Improvements on primary highway system financed with State funds only.

DL-C-P — Improvements constructed by State day labor forces on primary highway system financed with State day labor construction funds.

DL-M-P — Improvements constructed by State day labor forces on primary highway system financed with State day labor maintenance funds.

P-AFH — Improvements on primary highway system financed with Federal-aid accelerated forest highway funds.

State — Improvements other than on State highways, financed with State funds only, as in Part E.

COF — Improvements other than on State highways, financed with capital outlay funds, as in Part E.

FAS — Secondary road improvements financed with Federal-aid secondary and matching State and County funds.

US — Urban secondary road improvements financed with Federal-aid funds.

USG — Railroad grade separation improvements on secondary roads financed with Federal-aid funds.

State S — Secondary road improvements financed with State funds only.

FH-S — Forest highway improvements on secondary roads financed with Federal-aid funds.

S-AFH — Accelerated forest highway improvements on secondary roads financed with Federal-aid funds.

DL-C-S — Improvements constructed by State day labor forces on secondary roads financed with State day labor construction funds.

DL-M-S — Improvements constructed by State day labor forces on secondary roads financed with State day labor maintenance funds.

COF-S — Improvements on secondary roads financed with capital outlay funds.

[3] ABBREVIATIONS

PCC	Portland cement concrete
Pavt.	Pavement
Bit. surf.	Bituminous surface
Flex. shldrs.	Flexible shoulders
Wdg.	Widening
Reconst.	Reconstruction
Ry.	Railway
RR.	Railroad
Hwy.	Highway
Misc. impvts.	Miscellaneous improvements
RC box culv.	Reinforced concrete box culvert
Comb.	Combination
Fur. & fab. strl. st. for hwy. gr. sep. struct.	Furnishing and fabricating structural steel for highway grade separation structure
Excl. fur. of strl. st.	Excluding furnishing of structural steel
Bit. surf. treat. on flex. base	Bituminous surface treatment on flexible base

V. CONSTRUCTION

1. GENERAL.—The Bureau of Construction has general supervision of all State highway contracts from the time the contracts are awarded until the construction work is completed and accepted. General construction policies and uniform practices are developed in cooperation with the district offices through field engineers of the Bureau who inspect active State construction projects at intervals during the construction season. Representatives of the Bureau of Construction serve on the Soils Committee, Detour Committee, Specification Committee, Foundation Committee, Joint Cooperative Committee, Committee on Reports, Committee on Standards, and other committees which deal with problems that concern the Division of Highways.

The Bureau of Construction approves changes in plans involving contract quantities, checks and approves contractors' payment estimates, and audits and approves bills from municipalities, railroads, and utility companies for construction work performed under agreements with the State. Vouchers for Federal-aid reimbursement are prepared in the Bureau and statistical information relative to construction work is compiled. Contractors' prequalification ratings (as to experience and equipment) are computed in the Bureau of Construction. The Bureau operates core drilling equipment which is used to check the thickness of new portland cement concrete pavements and to obtain specimens for testing purposes.

A revised Project Procedures Guide, prepared jointly by the Bureau of Construction and Bureau of Materials, was distributed in October 1962 to district personnel engaged in construction and materials operations. The new guide outlines a program for quality control.

2. CONTRACT AND DAY LABOR WORK COMPLETED IN 1962. — Table 22 summarizes the mileages and quantities of various types of work completed during 1962. The totals include maintenance contract work which is performed under the general supervision of the Bureau of Construction.

The amount of State highway surfacing completed in 1962 included 79.07 miles on interstate highways, 639.99 miles on other primary highways, and 484.14 miles on the secondary system. Other work consisted of placing 1,589,554 square yards of intermittent bituminous resurfacing; grading 12.24 miles under separate contract; building 73 new bridges and rehabilitating 59 others; constructing 148 new grade separation structures; widening or repairing 16 others; and miscellaneous work. The type and amount of State highway work completed during 1962 by the State, Cook County, and the City of Chicago are shown in Table 23.

Expenditures by the State for highway construction during 1962 are given in Tables 3 and 12 of this report. Projects under contract during 1962 are listed in Table 23 of this section. This list shows the type of work, contractor, and status of work on each contract at the end of the year.

TABLE 22.—CONSTRUCTION COMPLETED DURING 1962.

Type of Construction	Unit	Construction on State Highways							Total
		Federal-aid Interstate			Other Primary			Secondary	
		State	City of Chicago	Cook County	State	City of Chicago	Cook County		
Surfaces:									
PCC pavement	Miles	71.08	1.72	3.64	35.92		0.17	14.67	127.20
PCC pavement widening	Miles				30.88			5.57	[1]36.45
Bituminous concrete widening	Miles				4.16				[1]4.16
PCC base course (two lanes or more)	Miles				17.05			1.31	[1]18.36
Flexible base course	Miles				2.82				[1]2.82
Asphalt stabilized base course	Miles							8.90	[1]8.90
Bituminous concrete surface on flexible base:									
Bituminous concrete, subclass I-11	Miles	2.40			11.94			11.00	25.34
Bituminous concrete, subclass B-5	Miles				17.42			68.12	85.54
Bituminous concrete surfacing on rigid pavement:									
Bituminous concrete, subclass I-11	Miles	0.23			500.53			7.73	[2]508.49
Bituminous surfacing and reconstruction of existing gravel or crushed stone surface:									
Subclass A-1	Miles				4.93			5.70	10.63
Subclass A-2	Miles							0.89	0.89
Subclass A-3	Miles				8.92			60.59	69.51
Subclass B-4	Miles							3.55	3.55
Gravel or crushed stone base and bituminous surface course:									
Subclass A-1	Miles				0.91			5.52	6.43
Subclass A-2	Miles							3.89	3.89
Subclass A-2, asphalt stabilized base	Miles							0.50	0.50
Subclass A-3	Miles				4.34			101.02	105.36
Subclass A-3, soil cement base	Miles							16.11	16.11
Subclass A-3, water-bound macadam base	Miles							1.18	1.18
Subclass B-3	Miles							9.63	9.63
Subclass B-3, soil cement base	Miles							21.81	21.81
Gravel or crushed stone surface:									
Type A	Miles							33.50	33.50
Type B	Miles							102.95	102.95
Total Surfaces		73.71	1.72	3.64	639.82		0.17	484.14	1,203.20
Intermittent bituminous resurfacing: Subclass I-11 (Modified)	Sq. Yds.				1,589,554				1,589,554
Grading (separate contracts)	Miles	4.34		0.08	4.80			3.02	12.24
Structures:									
Bridges, new	Number	25	1		14			33	73
Bridges, widened	Number				7			5	12
Bridges, repaired	Number				46			1	47
Highway grade separations	Number	69	12	5	17			2	105
Highway grade separations, repaired	Number				4				4
Railroad grade separations	Number	28		2	11			2	43
Railroad grade separations, widened	Number				2				2
Railroad grade separations, repaired	Number				10				10
Bridges, painted	Number				86			1	87

[1] This construction was performed in order to prepare old 18-foot and 20-foot rigid pavements for resurfacing with bituminous concrete.
[2] Includes 218.21 miles of 1½-inch and 2-inch surfacing which is the first stage of two-stage construction.

TABLE 23.—CONTRACTS UNDER CONSTRUCTION DURING 1962.

PORTLAND CEMENT CONCRETE PAVEMENT.

STATE CONTRACTS.

Route	Section	County	Contractor	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
SBI 2	48-K & 48-HB	Macon	Berry Construction Co. & C. E. Burgett Const. Co.	2@24, var.		0.41
SBI 2	48X-2	Macon	Macon County Asphalt Company	2@24, var.		0.80
SBI 3	2	Rock Island	J. L. Simmons Company, Inc.	60, var.	1.43	
SBI 3	29-R	Warren	Gunther Construction Company	2@24, var.	0.39	
SBI 5	17R-2, 17R-2B	Winnebago	Charles Ind Company	24	3.29	
SBI 7	31R-2	LaSalle	Trompeter Construction Company	24	1.16	
SBI 18	9(H, HB, SB)	Cook	Robert R. Anderson Company	Var.		0.48
SBI 26, 6	8-R & 30-BR	Lee	W. J. Sheppard & Company	2@22, 2@24	1.02	
SBI 53	531-1, 531-1B-7, 531-1HB-5	Cook	The Standard Paving Company	2@36		1.56
SBI 54	541-S & SB-2	Cook	J. M. Corbett Company	2@36		0.36
SBI 150	(123, 130)R, Y	Jackson	Triangle Construction Company	Var.	0.06	
FA 2, 188	1	Winnebago	Sjostrom Paving Company	2@24, var.		0.74
FA 2	22-2Z-2, 22-2Z-B	Fayette	McCann & Company, Inc.	2@24	0.46	
FA 2	23-Z(W, RS)2, 23-BR, 23-2	Fayette	Calhoun County Contracting Corp.	2@14, var.	0.25	
FA 2	71X-R	LaSalle	Trompeter Construction Company	24	0.55	
FA 6	8R-1	Kane-Cook	H. H. Mass Construction Company	2@24	3.82	
FA 6	22-3, (4Y)R & (V)R	DuPage	E. M. Melahn Construction Company	24, var		0.64
FA 7, 131, SBI 56	(C & J)R-2, 552-R, 163-MFT, 561-I	DuPage	Chatham Paving Company	2@36, var.		0.98
FA 9	6 & 7(W, R, RS)	Henderson	Gunther Construction Company	24	1.06	0.32
FA 9	42-R	Knox	Gunther Construction Company	24	0.30	0.26
FA 12 Spur	28-1	Madison	S. J. Groves & Sons Company	42	0.47	
FA 13	51-24-2	Lawrence	Parro Construction Corp. & Green Construction Co.	2@24	2.00	
FA 23	OR	Kane	R. W. Dunteman Company	2@22, 2@24, var.	0.77	
FA 31	122	Peoria	McDougal-Hartmann Company	2@24	0.10	
FA 31 Spur	117-3	Peoria	McDougal-Hartmann Company	2@14		0.12
FA 42	3128-Z-I	Cook	Arcole Midwest Corporation	2@24	0.98	
FA 60	106-1	Lake	Eric Bolander Construction Company	2@24		3.24
FA 73	106-X	Tazewell	Jansen & Schaefer, Inc.	2@24	2.64	
FA 99, SA 11 Ext.	104-R, ZW-15d	Lake	Rock Road Construction Company	2@24	2.02	
FA 135	74-69, 74-69HB-1	Piatt	General Paving Company, Inc.	2@24	4.90	
FA 151	101	Madison	Hoeffken Brothers, Inc.	24, 2@24		2.56
FA 151	102	Madison	Hoeffken Brothers, Inc.	24, 2@24		1.35
FA 178	1-1	LaSalle	The Standard Paving Co. & Ladd Construction Co.	2@24	1.42	
FA 178	1-Z & 1-2	LaSalle	Eric Bolander Construction Company	2@24, var.	0.97	
FA 178	2-1, 2-2	LaSalle	Charles Ind Company	24, var.	4.66	
FA 178, FAI 80	50-2 & 1	LaSalle	The Standard Paving Company	24, var.	0 91	
FA 185 Spur, SBI 142, FAI 57	25-6, 25-6HB-6, 25-7, 101-2	Effingham	O'Connor Construction Company	22, var.	0.29	

TABLE 23.—Continued.

PORTLAND CEMENT CONCRETE PAVEMENT.—Continued.

STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
FA 194	4 & 4-1	Winnebago	Charles Ind Company	2@24, var.		5.09
FA 196	2	Sangamon	Macon County Asphalt Company	2@24		0.32
Senate Bill 749	3, 3-VB, 3VB-1	Whiteside	H. H. Mass Construction Company	26		0.13
FAI 55	84-2-1	Sangamon	Sangamo Construction Company	2@24		3.82
FAI 55, FA 161	84-2-2, 3(R, RS)	Sangamon	S. J. Groves & Sons Company	2@24		4.22
FAI 55, FA 196	84-3-1, 2-A	Sangamon	S. J. Groves & Sons Company	2@24		1.58
FAI 55, FA 49	84-3-2, 19X-3	Sangamon	S. J. Groves & Sons Company	2@24		4.99
FAI 55	99-2VB-R	Will	E. H. Swenson & Son, Inc.	24		0.67
FAI 57	X1-4-1, 5, 6-3	Williamson	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24	1.84	
FAI 57	10-32	Champaign	General Paving Company, Inc.	2@24		5.36
FAI 57	25-6, 25-6HB-6, 25-7, 101-2	Effingham	O'Connor Construction Company	2@24	6.83	
FAI 57	28-1	Franklin	J. D. Barter Const. Co. & E. T. Simonds Const. Co.	2@24		2.44
FAI 57	28-1-1	Franklin	J. D. Barter Const. Co. & E. T. Simonds Const. Co.	2@24		1.66
FAI 57	28-1-2, 28-2	Franklin	J. D. Barter Const. Co. & E. T. Simonds Const. Co.	2@24		2.21
FAI 57	28-4	Franklin	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24		3.57
FAI 57	28-5-1, X1-4	Franklin-Williamson	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24	4.29	
FAI 57	28-5-2, 28-5	Franklin	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24	1.36	
FAI 57	28-5-4	Franklin	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@24		1.05
FAI 57	46-4HBK	Kankakee	Orr Construction Company	2@24		0.64
FAI 57, FAS 940	77-1, 8Q-1	Union-Pulaski	Triangle Construction Company	2@24, var.	1.04	
FAI 70	25-1-1	Effingham	Parro Construction Corp. & Green Construction Co.	2@24	1.12	2.01
FAI 70	26-3, 26-4, 26-3HB-4	Fayette	Parro Construction Corp. & Green Construction Co.	2@24		7.35
FAI 70	26-5, 26-5HB-2	Fayette	Parro Construction Corp. & Green Construction Co.	2@24, var.		2.14
FAI 70	26-5-1, 26-5B-1	Fayette	Parro Construction Corp. & Green Construction Co.	2@24, var.	0.74	1.92
FAI 70	82-1, 82-2	St. Clair	Illinois-Weber Contractor, Inc. formerly St. Louis County Bridge & Grading Company	2@36, 48	0.73	
FAI 70	82-1HB	St. Clair	Keeley Brothers Contracting Company	2@24, var.	0.19	0.16
FAI 70	82-6, 60-6	St. Clair-Madison	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	2@36	0.53	

FAI 74	37-2-1	Henry	Peter Kiewit Sons' Company	2@24	2.44	
FAI 74	72-8, 8-HB, 8HB-1, 8HB-4, 8HB-5	Peoria	McDougal-Hartmann Company	2@24		1.36
FAI 74	81-2-1 & 37-1	Rock Island-Henry	Peter Kiewit Sons' Company	2@24	4.05	
FAI 74	90-15	Tazewell	McDougal-Hartmann Company	2@24	6.74	
FAI 74, FA 10 Spur	90-15-1, 15-1HB, 15-W	Tazewell	McDougal-Hartmann Company	2@24, var.	0.35	
FAI 80	06-5	Bureau	Charles Ind Company	2@24		4.47
FAI 80	06-6, 6HB-1	Bureau	The Standard Paving Company	2@24		4.79
FAI 80	06-7	Bureau	Charles Ind Company	2@24		4.40
FAI 80	37-2	Henry	Peter Kiewit Sons' Company	2@24	3.74	
FAI 80	37-3 & 37-3-1	Henry	Peter Kiewit Sons' Company	2@24	5.23	
FAI 80	37-4, 4-B	Henry	The Standard Paving Company	2@24	3.56	
FAI 80	37-5, 5HB-1	Henry	Central Engineering Company	2@24	4.31	1.17
FAI 80	37-6	Henry	Robert A. Black, Inc.	2@24, var.	4.80	
FAI 80	50-2 & 1	LaSalle	The Standard Paving Company	2@24	5.93	
FAI 80	50-3	LaSalle	Charles Ind Company	2@24, 24	6.68	
FAI 90	22-3, (4Y)R, & (V)R	DuPage	E. M. Melahn Construction Co.	2@24, 48, var.		1.10
FAI 94	2021-922 Part 1	Cook	Thomas M. Madden Company	2@36, 2 @ 48	0.75	
FAI 94	2021-922 Part 2	Cook	Robert R. Anderson Company	2@48	0.76	
FAI 94	2122-921 Part 1	Cook	Arcole Midwest Corporation	2@48, 2@36	0.84	
FAI 94	2122-921 Part 2	Cook	Arcole Midwest Corporation	2@48, 2@36	0.67	
FAI 270	60-2	Madison	Hoeffken Brothers, Inc.	2@24		1.49
FAI 270, FA 132	60-3, 5-10, 6-3	Madison	Hoeffken Brothers, Inc.	2@24	1.56	
FAS 3	(X, J, C)R	Lake	E. A. Meyer Construction Company	2@24, var.	2.90	
FAS 8	Z-K	Lake	Eric Bolander Construction Company	2@24	0.43	
FAS 8	Z-W	Lake	E. A. Meyer Construction Company	2@24	0.24	
FAS 13	106-1	Lake	Eric Bolander Construction Company	24		0.25
FAS 116	110-1012	Cook	Contracting & Material Company	28	1.32	
FAS 116	110-1214	Cook	Contracting & Material Company	28	1.05	
FAS 203	132	Rock Island	Central Engineering Company	2@24	1.02	
FAS 275	91	LaSalle	Eric Bolander Construction Company	22		1.46
FAS 512	63-1	Vermilion	McCalman Construction Company	22	1.21	
FAS 524	37-3	Douglas	Huckaba & Sons Construction Company	20	3.10	
FAS 775	68-R	Madison	S. J. Groves & Sons Company	22	0.51	
FAS 842	233	St. Clair	Hoeffken Brothers, Inc.	22		3.04
FAS 910	41	Williamson	Leon B. Stilley Construction Company	22	0.91	1.76
FAS 1059	112	Winnebago	Sjostrom Paving Company	24, var.	1.98	
FAS 1135	(C & J)R-2, 552-R, 163-MFT, 561-I	DuPage	Chatham Paving Company	2@24, var.		1.62
FAS 1135	22-3, (4Y)R & (V)R	DuPage	E. M. Melahn Construction Company	2@24, var.		0.54
			Total miles of portland cement concrete pavement—State contracts		121.67	92.60

TABLE 23.—Continued.

PORTLAND CEMENT CONCRETE PAVEMENT.—Concluded.

CITY OF CHICAGO CONTRACTS.

Route	Section	County	Contractor	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
FAI 94	S-2323.6-2P	Cook	Robert R. Anderson Company	2@48	0.50	
FAI 94	S-2324.6-1P	Cook	Wm. E. Schweitzer & Company	2@48	0.81	
FAI 94	S-2526.6-1P	Cook	Arcole Midwest Corporation	2@48	0.41	
			Total miles of portland cement concrete pavement—City of Chicago contracts		1.72	0.00
			COOK COUNTY CONTRACTS.			
FA 173	306A-0105-CF	Cook	Rock Road Construction Company	2@24	0.17	
FAI 57	068-2323-CF, 068-2323.7-CF	Cook	Palumbo Excavating Company	2@24, 36	0.34	0.78
FAI 90	066-1213.1-CF	Cook	Rock Road Construction Company	2@24	1.11	
FAI 90	066-1315-CF	Cook	Kenny Construction Company of Illinois	2@36, 2@24	1.35	
FAI 94, 90	066-1919.15-CF, 066-1919.15A-CF	Cook	Palumbo Excavating Company	2@48, 36	0.84	
			Total miles of portland cement concrete pavement—Cook County contracts		3.81	0.78
			Grand total miles of portland cement concrete pavement		127.20	93.38

PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, FULL-WIDTH PORTLAND CEMENT CONCRETE BASE COURSE, AND FULL-WIDTH FLEXIBLE BASE COURSE.

STATE CONTRACTS.

Route	Section	County	Contractor	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
SBI 1	(19, 20) W	Crawford	Zimmerly Construction Company	24,	0.72	0.75
				2@3	3.73	
SBI 9	(2, 46) W-1, 2-BR, 47-BR	Vermilion	McCalman Construction Company	22,		3.50
				2@2, 3, var.		3.64
SBI 10	(A, 33, 37) X-1	Morgan	Sangamo Construction Company	2@24, var.	0.40	
SBI 15	(27, 28) W, 29-R	St. Clair	Hoeffken Brothers, Inc.	24,	1.88	
				2@3, var.	6.44	

SBI 16	(1, 2, 3) W	Coles-Edgar	General Paving Company, Inc.	22, 24,	1.95	
				2@2, 4, var.	12.42	
SBI 24	(1, 5) W, 1B-1, 1-B Y	Christian	Sangamo Construction Company	24, var.,	1.41	
				6, 12	5.55	
SBI 54	544-1	DuPage	Orr Construction Company	24, var.	4.02	
SBI 150	(123, 130) R, Y	Jackson	Triangle Construction Company	24	0.07	
SBI 164	118-W	Tazewell	R. A. Cullinan & Son, Inc.	Flexible base, 26, var.	2.82	
				Bit. conc. widen. 6, var.	4.16	
FA 2	(30, 31) W, 31-2, 30-B Y	Washington-Marion-Jefferson	Hoeffken Brothers, Inc.	24, var.,	2.53	
				2@3	2.74	
FA 4	87-1	Schuyler	Berry Construction Company	24, var.	3.55	
FA 18	11X-3(W, R)	Kankakee	Azzarelli Construction Co. & Loitz Brothers	2@24,		0.75
				2@3, var.		0.69
FA 25	(E, F, G, M) X	Mason	Robert A. Black, Inc.	22, var.	0.52	4.44
FAS 301	(28X-2) W	Will	Powers-Thompson Construction Co.	2@12, 2@22, var.	1.31	
FAS 409	(116, 117) W	Henderson	McCarthy Improvement Company	2@2, var.	5.57	
FAS 1002	132-G	Lake	Lakeland Construction Company, Inc.	Asphalt stabilized base, 24	1.68	
FAS 1003	150-G	Lake	Lakeland Construction Company, Inc.	Asphalt stabilized base, 24	1.96	
FAS 2006	139-G	Lake	Lakeland Construction Company, Inc.	Asphalt stabilized base, 24	2.02	
FAS 2010	105-G	Lake	Lakeland Construction Company, Inc.	Asphalt stabilized base, 24	3.24	

Total—PCC base course (two lanes or more)	18.36	9.44
Total—Flexible base course	2.82	0.00
Total—Asphalt stabilized base	8.90	0.00
Total—PCC widening	36.45	4.33
Total—Bituminous concrete widening	4.16	0.00
Total miles all base course and widening	70.69	13.77

BITUMINOUS CONCRETE SURFACE ON GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE.
STATE CONTRACTS.

Route	Section	County	Contractor	Type	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
SBI 82	137-1, 137-1B	Henry	McCarthy Improvement Company	I-11 on flexible base	22, 24	1.86	
SBI 164	118-RS	Tazewell	R. A. Cullinan & Son, Inc.	I-11 on flexible base	24, 42, var.	0.45	2.37
FA 4	202-2-1	Madison	H. H. Hall Construction Company	I-11 on flexible base	2@24, 20, var.	0.27	
FA 38	14RS-1	Macoupin	Litchfield Bituminous Corporation	I-11 on flexible base	20		7.65
FA 38	15-RS	Macoupin-Montgomery	Litchfield Bituminous Corporation	I-11 on flexible base	20, var.	8.74	
FA 140	9-RS	Fayette	Alpha Asphalt Corporation	B-5 on flexible base	21, 24	8.83	
FA 158	3RS-1 & 4-RS	Pike	Coggeshall Construction Company	I-11 on flexible base	22, 40, var.		7.31
FA 160	13RS-1, 12RS-1	Effingham	Howell Asphalt Company	B-5 on flexible base	21	7.59	
Senate Bill 275	1	St. Clair	Maclair Asphalt Company, Inc.	I-11 on flexible base	22	0.62	

TABLE 23.—Continued.

BITUMINOUS CONCRETE SURFACE ON GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE.—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Type	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
CH 7	C & D(W, RS)	DeKalb	Stahl Construction Company	B-5 on flexible base	20	1.00	
FAI 80	50-3	LaSalle	Charles Ind Company	I-11 on flexible base	24	2.40	
FAS 14	54-Q	McHenry	Suburban Oil Company	B-5 on flexible base	20	3.37	
FAS 39, 41	21Q-1, 28-Q	Boone	B. R. Amon & Sons	B-5 on flexible base	20	7.43	
FAS 67, 73	77-Q	JoDaviess	Rein, Schultz & Dahl, Inc.	B-5 on flexible base	20		8.23
FAS 90	56-Q	Ogle	Rockford Blacktop Construction Company	B-5 on flexible base	20	4.17	
FAS 199	32-Q	Whiteside	Rein, Schultz & Dahl, Inc.	B-5 on flexible base	22	11.88	
FAS 341	16Q-3	Ford	D. E. Lynch Construction Company	B-5 on flexible base	20	3.73	
FAS 351	35-Q	McLean	Eaton Asphalt Company, Inc.	B-5 on flexible base	18	2.02	
FAS 372	37-Q	Marshall	J. P. Hollerich Company	B-5 on flexible base	20	3.01	
FAS 372	39-Q	Marshall	J. P. Hollerich Company	B-5 on flexible base	20	1.50	
FAS 376	78-RQ	Knox	Gunther Construction Company	B-5 on flexible base	18	1.64	
FAS 386	54-1-1Q	Peoria	Becker Brothers, Inc.	B-5 on flexible base	24		0.86
FAS 399	65-2RQ	Knox	Gunther Construction Company	B-5 on flexible base	20	3.58	
FAS 465	25-2Q1	Tazewell	R. A. Cullinan & Son, Inc.	B-5 on flexible base	20	3.64	
FAS 478	113-Q	McLean	Eaton Asphalt Company, Inc.	B-5 on flexible base	18	1.06	
FAS 656	35-Q	Cumberland	Howell Asphalt Company	B-5 on flexible base	20	3.01	
FAS 668	13-Q	Coles	Huckaba & Sons Construction Company	B-5 on soil-cement base	18		3.16
FAS 675	35-Q	Coles	Howell Asphalt Company	B-5 on soil-cement base	20	2.08	
FAS 680	41-Q	Edgar	Zimmerly Construction Company	I-11 on soil-cement base	20	2.23	
FAS 788	31-Q	Washington-Clinton	Midwest Excavating Company	I-11 on flexible base	20		2.36
FAS 940, FAI 57	77-1, 8Q-1	Union-Pulaski	Triangle Construction Company	I-11 on flexible base	22	0.12	
FAS 1050	43-Q	Stephenson	Freeport Blacktop Construction Company	B-5 on flexible base	20	5.54	
FAS 1110	186-Q	Kane	Elgin Giertz-Melahn Asphalt Co., Inc.	B-5 on flexible base	22	1.50	
FAS 1111	54-Q	DeKalb	Stahl Construction Company	B-5 on flexible base	20	5.35	
FAS 1140	165-1Q	DuPage	R. W. Dunteman Company	I-11 on cement aggregate base	42	1.53	
FAS 1299	141-Q	Will	Trygg Paving Company	B-5 on flexible base	20	2.01	
FAS 1399, FAI 74	72-7HB, 38-1-1B	Peoria	McDougal-Hartmann Company	B-5 on flexible base	20		0.26
FAS 1404	98-Q	Will	The Crown Rock Asphalt Company	B-5 on flexible base	20	1.60	
FAS 1407	47-2Q	Will	Trygg Paving Company	B-5 on flexible base	22		4.20
FAS 1544	36-Q	Macon	Lewis Shaw	I-11 on asphalt stablized base	22	1.01	
FAS 1783	28-Q	Clinton	Maclair Asphalt Company, Inc.	I-11 on flexible base	20	6.11	
FAS 1918	21-Q	Jackson	Dale Denny Construction Company	I-11 on flexible base	20		1.20
			Total—Subclass I-11 on flexible and soil-cement base			22.80	20.89
			Total—Subclass I-11 on cement aggregate base			1.53	0.00
			Total—Subclass I-11 on asphalt stabilized base			1.01	0.00
			Total—Subclass B-5 on flexible and soil-cement base			85.54	16.71
			Total miles of Subclass I-11 and B-5 on flexible, soil-cement, cement aggregate and asphalt stabilized base			110.88	37.60

BITUMINOUS SURFACING OF RIGID-TYPE PAVEMENTS.

STATE CONTRACTS.

Route	Section	County	Contractor	Sub-class	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
SBI 1	3-Z(W, RS)	White	Jefferson Asphalt Company	I-11	42, 50, var.	[2]0.68	
SBI 2, CH 10	(0-15d, R-15d)R, 77-RS	Winnebago	Rockford Blacktop Construction Company	I-11	18, var.	[1]14.79	
SBI 2	(14, 15, 16)RS; (14X, 17X)RS-1	Union-Pulaski	Payne & Dolan, Inc.	I-11	18, var.	[1]18.62	
SBI 2	(56 & 56A)RS	McLean	Dean Berenz Asphalt Company, Inc.	I-11	18, 28, 36	0.50	
SBI 2	70RS-1	LaSalle	J. P. Hollerich Company	I-11	18, 20, 27.5, var.	0.90	
SBI 2	(73, 74)RS-1	Lee-LaSalle	Ladd Construction Company	I-11	18, var.	[1]14.44	
SBI 3	(11, 12, 13, 14)RS	Rock Island-Whiteside	Central Engineering Company	I-11	18	[1]14.29	
SBI 3	29-R	Warren	Gunther Construction Company	I-11	40, var.	[5]0.09	
SBI 3	69-1	Monroe	Hoeffken Brothers, Inc.	I-11	22	[5]1.24	
SBI 3	70-1	Randolph-Monroe	Hoeffken Brothers, Inc.	I-11	22	[5]1.91	
SBI 3	(71, 72, 73B)RS-1	Randolph	DesPlaines Valley Const. Co. & Starr Engineering Co.	I-11	22	6.81	
SBI 3	96-Z(W, RS)	Madison	General Contracting Company	I-11	2@28, var.	[6]0.95	
SBI 4	14-RS	McLean	Eaton Asphalt Company, Inc.	I-11	24	3.59	
SBI 4	15-RS	McLean	Dean Berenz Asphalt Company, Inc.	I-11	24	5.24	
SBI 4	(17, 18)RS	McLean	Dean Berenz Asphalt Company, Inc.	I-11	24	7.57	
SBI 4	(30, 66)I	Macoupin-Madison	Macoupin County Construction Company	I-11	22	[6]0.40	
SBI 5	1962-2RS	Cook	J. M. Corbett Company	I-11	35.6	0.75	0.75
SBI 5, 59	(7H, 110X)RS-1	Cook	Elgin, Giertz-Melahn Asphalt Company, Inc.	I-11	40, 24, var.	[4]0.88	
SBI 5, 47	(8, 9)RS-1, 10-RS, (106X, 106S)RS	Kane	Elgin, Giertz-Melahn Asphalt Company, Inc.	I-11	20, 22, var.	11.78	
SBI 5	14, 15(W, RS)	Boone	Rockford Blacktop Construction Company	I-11	24	[4]4.01	
SBI 5, 79	(29, 30, 30X, 31X, 106)RS-1	JoDaviess	Freeport Blacktop Construction Company	I-11	18	7.43	
SBI 6	L-RS	Kane	Giertz-Melahn Asphalt Company, Inc.	I-11	18	[1]1.11	
SBI 6, CH 2	4(W, RS) & U-RS	Kane	Geneva Construction Company	I-11	24	[4]0.78	
SBI 7	O(RS-1)	LaSalle-Grundy	J. P. Wetherby Construction Corp.	I-11	18, 20.5	5.21	
SBI 7	1962-22RS	Cook	Donohoe Asphalt & Paving Company	I-11	20	1.25	
SBI 8 Spur	39-1(W, RS)	Knox	Gunther Construction Company	I-11	2@9	[5]0.09	
SBI 8	(42-43)RS	Knox	Gunther Construction Company	I-11	18		[1]8.65
SBI 8	48-RS	Peoria-Knox-Fulton	Becker Brothers, Inc.	I-11	18, var.		5.71
SBI 9	(2, 46)RS-1	Vermilion	Lehigh Paving Company	I-11	22		7.21
SBI 9	18, 19(W, RS)	Ford	Lehigh Paving Company	I-11	42, var.	[2]0.96	[2]0.08
SBI 9	(19, 21, 22, 23)RS	McLean-Ford	Dean Berenz Asphalt Company, Inc.	I-11	18	[1]12.02	[1]0.85
SBI 9	33(W, RS)	McDonough	Coggeshall Construction Company	I-11	24		[4]5.46
SBI 10	(A, 33, 37)RS-1	Morgan	P. H. Broughton & Sons, Inc.	I-11	2@24, var.	0.71	
SBI 10	7Z-RS	Piatt	Parro Construction Corporation	I-11	36, var.	0.69	
SBI 11	RZ(W, RS)-1	Madison	Madison Construction Company, Inc.	I-11	24	[2]0.34	
SBI 13	28-3	St. Clair	Hoeffken Brothers, Inc.	I-11	2@22	[5]0.73	
SBI 13	126-Z(W & RS)	St. Clair	Hoeffken Brothers, Inc.	I-11	30, var.		0.77
SBI 15	(27, 28, 29)RS	St. Clair	Maclair Asphalt Company, Inc.	I-11	24, var.	8.40	
SBI 15, 177	5, 109-Z(W, RS)	Washington	General Contracting Company	I-11	24		[2]1.16

TABLE 23.—Continued.

BITUMINOUS SURFACING OF RIGID-TYPE PAVEMENTS.—Continued.

STATE CONTRACTS.—Continued.

Route	Section	County	Contractor	Sub-class	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
SBI 16	(1, 2, 3) RS	Coles-Edgar	Champaign Asphalt Company	I-11	22, 24, var.		14.93
SBI 18, 65	(11Y) RS-2 & (652X, X-1 & S) RS	DuPage	Black Top Roads Company	I-11	40	3.90	
SBI 18	12(W & RS)	Kendall	Geneva Construction Company	I-11	24	[4]1.72	
SBI 19	(27, 27 Ext., 28) RS	McHenry	Suburban Oil Company	I-11	22, var.	5.70	
SBI 19	88-1-Y-I	Cook	Milburn Brothers, Inc.	I-11	2@24, var.	[6]0.44	
SBI 20	(14 Ext., 13) RS	McHenry	Suburban Oil Company	I-11	22	3.17	
SBI 22	13RS-5	Will	Materials Paving Company	I-11	40, var.		0.68
SBI 22	(12 & 13) RS	Will	Arcole Midwest Corporation	I-11	18, 20, 22, 24	11.86	
SBI 22, CH 8	19, 19W(W & RS), 11-CS, (T, S) RS & T-RS, S-RS(W & RS)	Lake	Peter Baker & Son Company	I-11	24, var.	3.44	
SBI 23, 72, CH 11	(25, 128, 32) RS	DeKalb-Kane	Stahl Construction Company	I-11	18	7.97	
SBI 23, 49	1962-15-RS	Cook	Gallagher Asphalt Corporation	I-11	40	2.00	
SBI 24	(1, 5) RS	Christian	Payne & Dolan, Inc.	I-11	24	7.09	
SBI 24	H, I(W, RS)	Mason-Tazewell	R. A. Cullinan & Son, Inc.	I-11	22	[6]4.43	
SBI 24	O, E, F(W, RS)	Mason-Menard	Calhoun County Contracting Corporation	I-11	22	[6]0.08	
SBI 24	8(R, RS)	Sangamon	Sangamo Construction Company	I-11	24, var.		[5]0.50
SBI 26	(1, 2) RS	Ogle-Stephenson	Freeport Blacktop Construction Company	I-11	18, 22	[1]5.34	
SBI 26, 6	8-R & 30-BR	Lee	W. J. Sheppard & Company	I-11	2@22	[2]0.66	
SBI 26	4RS-1	Ogle	Rein, Schultz & Dahl, Inc.	I-11	18	[1]9.54	
SBI 27	(4, 15) RS-1	Carroll	Rein, Schultz & Dahl, Inc.	I-11	18	[1]10.46	
SBI 36	9, 10(W, RS)	Adams	Payne & Dolan, Inc.	I-11	22, 42	[4]4.85	
SBI 37	12RS-3	Williamson	Mitchell Contracting Company	I-11	24		[5]1.02
SBI 39	(12, 13) RS	Champaign-Piatt	Parro Construction Corporation	I-11	18	[1]12.00	
SBI 42	1962-21RS	Cook	Midwest Construction Company	I-11	40	1.20	
SBI 43	(B, 1, 2) RS	Mason	Ninora Construction Company	I-11	24, var.	10.87	
SBI 44	18(W, RS)	Will	Trygg Paving Company	I-11	24		[4]0.60
SBI 46, CH 041	1961-25(W, RS)	Cook	Ninora Construction Company	I-11	24, var.	[4]2.81	
SBI 48	136-BR	Christian	J. E. McElroy	I-11	24	[5]0.44	
SBI 49	137-BR	Iroquois	Howell Asphalt Company	I-11	24	[5]0.80	
SBI 49	141-RS	Kankakee-Will	Triangle Construction Company	I-11	40	4.00	
SBI 50	3068-NRM-1-Z-Y-1-RS	Cook	Crowley-Sheppard Asphalt Company	I-11	2@36, var.	1.93	
SBI 54	544-1-RS	DuPage	Arrow Road Construction Company	I-11	24, var.	4.02	
SBI 55	551-V	Cook	Robert R. Anderson Company	I-11	2@24, var.	[5]0.42	
SBI 55	551-VB	Cook	Robert R. Anderson Company	I-11	24, var.	[5]0.35	
SBI 60	B-119-Y-RS	Cook	Rock Road Construction Company	I-11	20, 24, var.		[6]0.66

SBI 71	(115) RS-1	Lee-DeKalb	Rockford Blacktop Construction Company	I-11	22	[1]10.84	
SBI 71	116-RS & 2-CS	DeKalb	Stahl Construction Company	I-11	40, var.	0.19	
SBI 71	(116R-1, 116R-2, 117R-2) RS	DeKalb	Stahl Construction Company	I-11	22, var.		8.25
SBI 71	117R-3RS, (27 & 30) RS-1	Kane	Geneva Construction Company	I-11	22, var.		5.28
SBI 72, CH 11	(127, 127-S, Y, 106-X, 106-S, 109) RS, (32 Ext.) RS	DeKalb-Kane	Elgin, Giertz-Melahn Asphalt Company, Inc.	I-11	18, 20		13.35
SBI 75, CH 18	111RS-1, (YA-15d) RS-1	Stephenson-Winnebago	Freeport Blacktop Construction Company	I-11	18	[1]9.88	
SBI 78	(136, 137) RS	Fulton	Ninora Construction Company	I-11	18, 20	6.50	
SBI 78	144RS-1, 145-RS	Cass	Sangamo Construction Company	I-11	18	[1]7.31	
SBI 82	137-1, 137-1B	Henry	McCarthy Improvement Company	I-11	22, 24	[5]0.62	
SBI 88	123(W, RS)	Stark	J. P. Hollerich Company	I-11	22	[4]6.35	
SBI 89	(119, 120, 121) RS	Putnam	J. P. Hollerich Company	I-11	18	[1]7.39	
SBI 94	(109, 109 Ext.) RS	Henderson	McCarthy Improvement Company	I-11	18	[1]5.73	
SBI 98	111-RS	Fulton	Ninora Construction Company	I-11	18	2.81	
SBI 99	105-RS	McDonough	W. L. Miller Company	I-11	18, var.		4.67
SBI 100	(109, 110) RS	Schuyler-Fulton	Coggeshall Construction Company	I-11	20	10.50	
SBI 102	(101, 102) RS	Adams	Payne & Dolan, Inc.	I-11	18, 20, var.	[1]10.94	
SBI 104	141-BR	Sangamon	Sangamo Construction Company	I-11	22	[5]0.43	
SBI 116	113(W, RS)	Livingston	DesPlaines Valley Construction Company	I-11	18, 20, var.	[4]2.24	
SBI 117	113-RS	Woodford	R. A. Cullinan & Son, Inc.	I-11	18	[1]4.26	
SBI 118	102-RS	Livingston	Cephas Williams Company	I-11	18	[1]3.24	
SBI 119	(101, 102, 102X) RS-1	McLean	Eaton Asphalt Company, Inc.	I-11	18, 20	[1]11.45	
SBI 122	123-BR	Mason	J. E. McElroy	I-11	22	[2]0.68	
SBI 123	101RS-1	Menard	P. H. Broughton & Sons, Inc.	I-11	22	[4]1.31	
SBI 150	(121, 122) RS-2	Randolph	Pautler Brothers Const., Inc. & DesPlaines Valley Construction Company	I-11	21, 22		[2]6.41
SBI 150	122W-1, RS-3, BY-1	Jackson-Randolph	Bridges Paving Company	I-11	24, var.		[2]1.06
SBI 150	(123, 130) RS-1	Jackson	Gilmore Asphalt Products, Inc.	I-11	24	4.72	
SBI 160	135, 136-Z(W, RS)	Madison	General Contracting Company	I-11	36, var.	[5]0.46	
SBI 164	118-RS	Tazewell	R. A. Cullinan & Son, Inc.	I-11	18, 24, var.	1.77	3.15
SBI 168	114-RS	Fulton	Gunther Construction Company	I-11	18	[1]5.04	
SBI 183	112(W, RS)	Franklin	Mitchell Contracting Company	I-11	24, 47, var.	[2]0.39	
FA 2	23Z(W, RS)2, 23-BR, 23-2	Fayette	Calhoun County Contracting Corporation	I-11	Var.		[6]0.24
FA 2	(30, 31, 31-2) RS	Washington-Marion-Jefferson	Arrow Road Construction Company	I-11	24, var.		5.27
FA 2	71X-R	LaSalle	Trompeter Construction Company	I-11	2@12	[2]0.38	
FA 4	(87-1) RS	Schuyler	Coggeshall Construction Company	I-11	24, var.		3.68
FA 5	(18, 20, 21) RS	Logan-McLean	Ninora Construction Company	I-11	24		12.16
FA 6	14(W & RS)-1	Boone	Zimmerman and Kahler, Inc.	I-11	2@24, var.	[5]0.35	
FA 7, 131, FAS 1135, SBI 56	(C & J) R-2, 552-R, 163-MFT, 561-I	DuPage	Chatham Paving Company	I-11	2@24, var.	[5]0.45	
FA 9	6 & 7(W, R, RS)	Henderson	Gunther Construction Company	I-11	24, var.		[6]0.90
FA 9	42-R	Knox	Gunther Construction Company	I-11	18	0.65	
FA 18	1(W, RS)	Kankakee	Triangle Construction Company	I-11	2@32, var.	[2]1.55	
FA 18	11X-3RS	Kankakee	Lehigh Paving Company	I-11	2@24		1.44
FA 25	(E, F, G, M) RS	Mason	Sankey Brothers, Inc.	I-11	22, var.		5.89
FA 25, FAI 55	84-3HB-1, 8(X, RS-1)	Sangamon	S. J. Groves & Sons Company	I-11	2@24		[5]1.10
FA 31	118(W, RS)	Peoria	McDougal-Hartmann Company	I-11	2@23		[2]0.92
FA 31	122	Peoria	McDougal-Hartmann Company	I-11	2@24	[5]0.10	

TABLE 23.—Continued.

BITUMINOUS SURFACING OF RIGID-TYPE PAVEMENTS.—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Sub-class	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
FA 32	(9, 10, 11) RS	Brown-Schuyler	Coggeshall Construction Company	I-11	22, var.	5.18	
FA 36	78(W, RS)	Adams	Hollembeak Construction Company	I-11	42		[6]0.94
FA 42	30-1-I	Cook	W. J. Sheppard & Company	I-11	2@35, var.	[5]0.33	
FA 42, SBI 4	1962 -20RS	Cook	The American Asphalt Paving Company	I-11	40	3.10	
FA 49, FAI 55	84-3-2, 19X-3	Sangamon	S. J. Groves & Sons Company	I-11	2@24		[5]0.30
FA 72	128 Ext.(W, RS)	Will	Powers-Thompson Construction Company	I-11	2@24, var.		[2]0.37
FA 77	(112 & 113)I	DuPage	Eric Bolander Construction Company	I-11	2@14, 24, var.	[2]0.82	
FA 121	1962-23RS	Cook	Crowley-Sheppard Asphalt Company	I-11	40	1.50	
FA 131	552R-2, 552-BY	DuPage	E. M. Melahn Construction Company	I-11	2@24, var.	[5]0.79	
FA 132, FAI 270	60-3, 5-10, 6-3	Madison	Hoeffken Brothers, Inc.	I-11	2@24		[6]2.87
FA 161, FAI 55	84-2-2, 3(R, RS)	Sangamon	S. J. Groves & Sons Company	I-11	2@24		[6]1.44
FA 180, SBI 46	1962-16RS	Cook	Gallagher Asphalt Corporation	I-11	20, 22	1.70	
FA 196	2	Sangamon	Macon County Asphalt Company	I-11	2@24		[5]0.29
Alt. US 67	570-Z, RS	Madison	A. H. Seebold Truck Service & Excavating Company	I-11	2@22, var.	[2]0.69	
FH 3	(2, 3) RS	Saline-Pope	Maclair Asphalt Company, Inc.	I-11	18		8.87
FH 3	(3, 4) RS-1, 6RS-2	Hardin	Macon County Asphalt Company	I-11	18		7.81
FH 7	132RS-4, 102RS-2	Union	Gilmore Asphalt Products, Inc.	I-11	22, 24		7.67
FH 9	101RS-1	Jackson	Coles Asphalt Company	I-11	18, 24, var.		6.82
FH 20	5RS-1, 6RS-3	Hardin	Macon County Asphalt Company	I-11	18		4.89
FH 20	6RS-4, 7RS-1	Pope-Hardin	Macon County Asphalt Company	I-11	18		9.73
FAI 80	50-3	LaSalle	Charles Ind Company	I-11	24	0.23	
FAS 8	Z-W	Lake	E. A. Meyer Construction Company	I-11	2@23	[5]1.14	
FAS 143	33(W, RS)	DuPage	Arrow Road Construction Company	I-11	24	[4]2.03	
FAS 301	(28X-2) RS	Will	The Crown Rock Asphalt Company	I-11	2@22, 42, var.	1.41	
FAS 409	(116, 117) RS	Henderson	McCarthy Improvement Company	I-11	22, 2@14, var.		5.57
FAS 518	38-Q	Champaign	General Paving Company, Inc.	I-11	22		[5]2.61
FAS 529	207	Piatt	Shaw & Campbell, Inc. & Collins Const. Company	I-11	20	[6]1.75	
FAS 533	2-Z	Champaign	Whetzel Construction Company	I-11	2@22, var.	[5]0.07	
FAS 909	1XT-RS-1	Williamson	Mitchell Contracting Company	I-11	24	[6]0.39	
FAS 655	FZ(W, RS)	Cumberland	Huckaba & Sons Construction Company	I-11	24, 42, var.	[6]0.94	
CH 1	27-RS	Will	Materials Paving Company	I-11	20, 42, var.		0.40
CH 5	45(W, RS)	DuPage	Black Top Roads Company	I-11	24	[4]0.73	
CH 6, SBI 59	(57, 29 & 29W) (W, RS) & 106-RS	Lake	Peter Baker & Son Company	I-11	20, 30, var.	[4]1.97	

CH 8	T-RS, 5-CS	Lake	Skokie Valley Asphalt Company, Inc.	I-11	39, var.	0.30	
CH 9, SBI 42A	(31 & 31W-2) RS & (C, K-2) RS	Lake	Peter Baker & Son Company	I-11	30, 31, var.	1.33	
CH 10	(33, 50) RS	Kane	Geneva Construction Company	I-11	18	4.41	
CH 13	46 & 46 Ext. (W, RS)	Kane	Zimmerman & Kahler, Inc.	I-11	24	[2]1.31	
CH 13	(54, 56) RS, 93-I	Kane	Steffan Brothers, Inc.	I-11	20, var.	2.43	
CH 14	28-RS	DuPage	Arrow Road Construction Company	I-11	18	1.05	
CH 16	44-RS	Lake	Peter Baker & Son Company	I-11	20, var.	1.39	
CH 17	66(W & RS)	DuPage	Black Top Roads Company	I-11	24	[4]2.56	
CH 59, 42	(46 & 46X) RS, (28X-2 & X-1) RS	Will	Materials Paving Company	I-11	20	4.19	
SA 011	1962-19RS	Cook	Allied Asphalt Paving Company	I-11	18	2.62	
SA 55	1962-1RS	Cook	Arcole Midwest Corporation	I-11	40, var.	2.07	
Dist. 4	Bit. Resurf. 1962-4	Tazewell	George E. Hoffman & Sons, Inc.	I-11	20	2.61	
Dist. 4	Bit. Resurf. 1962-5	Fulton	Ninora Construction Company	I-11	18	[1]7.14	
Dist. 4	Bit. Resurf. 1962-7	Hancock-Henderson-McDonough	Central Engineering Company	I-11	18, var.	[1]6.68	
Dist. 5	Bit. Resurf. 1962-1	Edgar	McCalman Construction Company	I-11	18, var.	[1]0.75	
Dist. 8	Bit. Resurf. 1962-1	Madison-Bond	Alpha Asphalt Corporation	I-11	22	[1]10.75	[1]10.56
Dist. 8	Bit. Resurf. 1962-2	St. Clair-Clinton	Maclair Asphalt Company, Inc.	I-11	22, 24	[2]7.35	
Dist. 10	Maintenance Contract 1962-1-RS	Cook	Arcole Midwest Corporation	I-11	20, var.	[1]4.20	
Dist. 10	1962-2-W-RS	Cook	Gallagher Asphalt Corporation	I-11	20, 40, var.	[4]5.25	
Dist. 10	1962-6-RS	Cook	Arcole Midwest Corporation	I-11	20, 54, var.	3.96	
Dist. 10	1962-7-RS	Cook	George H. Hartong, Inc.	I-11	20, 40, var.	3.73	
Dist. 10	1962-8-RS	Cook	Gallagher Asphalt Corporation	I-11	40, 48, var.	2.16	
Dist. 10	1962-9-RS	Cook	Gallagher Asphalt Corporation	I-11	22, 24	3.69	
Dist. 10	1962-10-RS	Cook	Chicago Paving & Construction Company	I-11	20, 40, var.	0.70	
Dist. 10	1962-11(W, RS)	Cook	Municipal Paving Company	I-11	20, var.	[4]5.48	
Dist. 10	1962-12-RS	Cook	Arcole Midwest Corporation	I-11	44, 40, 58	1.49	
Dist. 10	1962-13-RS	Cook	Rock Road Construction Company	I-11	Var.	1.03	
Dist. 10	1062-17-RS	Cook	The Standard Paving Company	I-11	22, 40, 56	3.91	
			Total miles of bituminous concrete surfacing of rigid type pavements			508.49	193.94

[1] Nonstandard surfacing which is the first stage of two-stage construction.
[2] Contract includes widening of existing portland cement pavement with portland cement concrete base course.
[3] Contract includes widening of existing portland cement pavement with flexible base course.
[4] Contract includes widening of existing portland cement pavement with bituminous concrete base course.
[5] Contract includes construction of full-width portland cement concrete base course.
[6] Contract includes construction of full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to resurfacing.

TABLE 23.—Continued.

GRAVEL SURFACES.
STATE CONTRACTS.

Route	Section	County	Contractor	Type	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
FAS 91	24-B	Ogle	Shappert Engineering Company	B	22	0.23	----------
FAS 171	30-G	Kendall	Davis Construction Company	B	22	2.42	----------
FAS 174	90-G	LaSalle	J. P. Wetherby Construction Company	B	22	6.81	----------
FAS 254	86-G	LaSalle	Trompeter Construction Company	B	22	4.51	----------
FAS 260	92-G	LaSalle	J. P. Wetherby Construction Company	B	22	3.72	----------
FAS 273	78-G	LaSalle	Higgins Construction Company	B	22	1.04	----------
FAS 321	47-B	Iroquois	Burnell G. Watson	A	22	0.17	----------
FAS 321	47-G	Iroquois	W. F. Tobey	A	22	1.87	----------
FAS 359	6-G	Woodford	R. A. Cullinan & Son, Inc.	B	22	1.90	----------
FAS 366	18-G	Woodford	R. A. Cullinan & Son, Inc.	B	22	2.57	----------
FAS 393	17-B	Knox	Sweborg Construction Company	B	22	0.80	----------
FAS 433	45-2G	Hancock	Hollembeak Construction Company	B	22	4.05	----------
FAS 474	96-G	McLean	Rowe Construction Company	B	23	2.17	----------
FAS 480	105G-2	Livingston	Howard Arnold Construction, Inc.	A	21	1.99	----------
FAS 480	161-G	Livingston	Rowe Construction Company	A	21	1.52	----------
FAS 487	110-G	McLean	Rowe Construction Company	B	21	2.20	----------
FAS 679	42-B	Edgar	Culberson Construction Company, Inc.	B	22	----------	0.45
FAS 725	40-1G	Montgomery	Litchfield Bituminous Corporation	A	22	7.01	----------
FAS 815	30-B	White	G. H. Allen, Inc.	B	21	0.98	----------
FAS 822	84-G	Jefferson	Boyd Brothers, General Contractors	B	22	----------	5.88
FAS 881	33-G	Hamilton	Davis & Endebrock	B	18	5.43	0.44
FAS 884	31-G	White	Davis & Endebrock	B	21	5.35	----------
FAS 896	68-G	Saline	Rigsby & Barnard Quarry Company	B	18	----------	3.61
FAS 923	41-G	Union	Dale Denny Construction Company	B	22	3.27	----------
FAS 1053	46-G	Stephenson	County Day Labor	B	22	2.98	----------
FAS 1068	20-B	Carroll	Belvidere Construction Company	B	22	1.48	----------
FAS 1117	57-G	DeKalb	Charles O'Brien & Son Construction Company, Inc.	B	26, 38	2.08	----------
FAS 1216	30-B	Mercer	Princeville Stone Co. & Hampton Bridge & Concrete Co.	B	18	0.71	----------
FAS 1229	46-G	Henry	Raymond C. Hoffman	B	22	5.29	----------
FAS 1232	33-G	Henry	Raymond C. Hoffman	B	22	2.21	----------
FAS 1233	56-G	McHenry	O'Leary Construction Company	A	24	4.24	----------
FAS 1254	10-G	Putnam	J. W. Ossola Company, Inc.	B	22	2.59	----------
FAS 1258	28-G	Kendall	S. S. Viland Construction Company	B	22	----------	6.78
FAS 1270	87-G	LaSalle	J. P. Wetherby Construction Corporation	B	22	5.47	----------
FAS 1280	88-G	LaSalle	Higgins Construction Company	B	22	2.01	----------
FAS 1298	47-G	Kankakee	Azzarelli Construction Company	A	20	0.17	----------
FAS 1300	124-G	Kankakee	Charles O'Brien & Son Construction Company, Inc.	A	20	3.07	----------
FAS 1307	146-G	Will	Trygg Paving Company, Inc.	B	22	1.95	----------
FAS 1308	146-XG	Will	E. H. Swenson & Son, Inc.	B	22	----------	2.30

FAS 1322	128-G	Kankakee	W. F. Tobey	A	20	3.00	----------
FAS 1348	106-G	Livingston	Valley View Dirt & Gravel Company	A	21	3.03	----------
FAS 1352	38G-1	Ford	Mason & Meents Construction Company	B	22	3.23	----------
FAS 1360	39-G	Woodford	R. A. Cullinan & Son, Inc.	B	22	0.64	----------
FAS 1383	28-RG	Peoria	Princeville Stone Co. & Hampton Bridge & Concrete Co.	B	24	3.40	----------
FAS 1395	79-G	Knox	Gunther Construction Company	B	18	4.86	----------
FAS 1413	147-G	Will	Collin D. Gray	B	24	2.89	----------
FAS 1455	30-1G	Fulton	Hollembeak Construction Company	B	20	0.74	----------
FAS 1474	109-G	McLean	Rowe Construction Company	B	21	3.43	----------
FAS 1485	107-G	McLean	Rowe Construction Company	B	21	3.02	----------
FAS 1582	26G-2	Brown	County Day Labor	B	18	2.50	----------
FAS 1604	58-G	Ogle	Oregon Construction Company	B	22	----------	2.98
FAS 1736	31-G	Macoupin	Freesen Brothers, Inc.	B	20	----------	0.99
FAS 1743	23-G	Montgomery	Litchfield Bituminous Corporation	A	20	7.43	----------
FAS 1879	34-G	Hamilton	Quick Way Construction Company	B	18	4.02	----------
			Total—Type A			33.50	0.00
			Total—Type B			102.95	23.43
			Total miles of gravel surfaces			136.45	23.43

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE.

STATE CONTRACTS.

Route	Section	County	Contractor	Type or Subclass	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
SBI 2	67R-B	Marshall-LaSalle	Cephas Williams Company	B-4	18	----------	0.17
FA 155	502-G	Greene	Freesen Brothers, Inc.	A-3	22	1.50	2.77
FH 13	36-Q	Alexander	Dale Denny Construction Company	A-3	20	----------	1.77
FH 13	37(B, B-1, Q, Q-1)	Alexander	Dale Denny Construction Company	A-3	20	----------	0.48
Senate Bill 275	1	Washington	Keene Roadbuilders, Inc.	A-3	18, var.	----------	0.62
Senate Bill 275	1	Carroll	Rein, Schultz & Dahl, Inc.	A-1	20	0.91	----------
Senate Bill 275	2 & 3	Johnson-Randolph	Johnston Roadbuilders, Inc. & Johnson County Asphalt, Inc.	A-3	18, 20, var.	2.84	2.51
FAS 71	76-B	JoDaviess	Eric Bolander Construction Company	B-3	20	----------	1.58
FAS 176	117-Q	Lee	R. W. Dunteman Company	A-3	20	2.04	----------
FAS 177	111-Q	Lee	V. H. Lawrence & Sons	A-3	20	1.06	----------
FAS 179	91-Q	Lee	Oregon Construction Company	A-3	20	1.00	----------
FAS 184,1180	112-Q	Lee	Ladd Construction Company	A-3	20	1.35	----------
FAS 206	58-Q	Mercer	Swords & Dietz	A-3	22, 36	----------	3.82
FAS 223	59-Q	Mercer	Princeville Stone Co. & Abingdon Rock Co., Inc.	A-3	22	----------	0.70
FAS 239	Q5-Q	Bureau	J. P. Wetherby Construction Corporation	A-3	22	3.12	----------
FAS 243	9-4Q	Bureau	Strunk Brothers Company	A-3	22	----------	4.76
FAS 247	31-5Q	Bureau	Strunk Brothers Company	A-3	22	4.26	----------
FAS 372	44-Q	Stark	Princeville Stone Company	A-3	20	1.01	----------

TABLE 23.—Continued.

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE.—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Type or Subclass	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
FAS 419	32-4Q	Henderson	D. E. Lynch & R. J. Shanks Construction Co., Inc.	A-3	20		2.06
FAS 433	45-G	Hancock	Burlington Roadbuilders, Inc.	A-1	24	3.83	
FAS 447	41-2Q	Fulton	W. L. Miller Company	A-3	20	6.62	
FAS 447, 452	41-3Q	Fulton	Swords & Dietz	A-3	20		5.33
FAS 556	13-Q	Christian	County Day Labor	A-2	24		8.76
FAS 557	59-B	Logan	R. A. Cullinan & Son, Inc.	A-3	22	0.43	
FAS 565	19-Q	Menard	R. A. Cullinan & Son, Inc.	A-3	20	3.26	
FAS 583	32-Q	Schuyler	D. E. Lynch & R. J. Shanks Const. Co., Inc.	A-3	20		3.92
FAS 596	14-Q	Adams	Diamond Construction Company	A-3	20	4.09	
FAS 597	36-Q	Pike	V. H. Callender Const. Co. & C. W. Curtis Const. Co.	A-3	20	6.28	
FAS 605	23-Q	Scott	Freesen Brothers, Inc.	A-3	20		3.64
FAS 609	22-Q	Scott	Freesen Brothers, Inc.	A-3	20	3.53	
FAS 614	36-Q	Morgan	R. A. Cullinan & Son, Inc.	A-3	22	4.49	
FAS 624	85-Q	Sangamon	Sankey Brothers, Inc.	A-3	22	4.86	
FAS 642	204-Q	Shelby	G. S. Chastain	A-3	20		3.63
FAS 652	203-1Q	Shelby	A. J. Walker Construction Company	A-3	18	2.66	
FAS 683	40-Q	Edgar	Huckaba & Sons Construction Company	A 3	20	1.93	
FAS 691	207-Q	Clark	Frank C. Feutz Company	B-3 on soil-cement	20	9.30	
FAS 698	40-1B, 40-1Q	Crawford	County Day Labor	B-3	20	0.90	
FAS 705	39-Q	Jasper	Mt. Carmel Sand & Gravel Company	B-3 on soil-cement	20	4.90	
FAS 706	51-Q	Richland	Mautz & Oren, Inc.	B-3	20	2.43	
FAS 711	22-BQ	Effingham	Mt. Carmel Sand & Gravel Company	A-3 on soil-cement	20		2.02
FAS 716	35-Q	Fayette	C. J. Moritz, Inc.	A-3	20	0.51	
FAS 722	41-2Q	Fayette	Grantwood Contracting Company	A-3 on soil-cement	20		1.53
FAS 732	19-Q	Greene	Calhoun County Contracting Corporation	A-3	20		4.80
FAS 754	19-Q	Calhoun	Freesen Brothers, Inc.	A-3	20	1.01	
FAS 782	18-Q	Bond	Bituminous Fuel & Oil Company	A-3	20		2.52
FAS 799	29-Q	Clay	Mt. Carmel Sand & Gravel Company	A-3 on soil-cement	20	1.88	
FAS 800	49-Q	Wayne	Mt. Carmel Sand & Gravel Company	B-3 on soil-cement	20	6.16	
FAS 807	65-Q	Lawrence	Mt. Carmel Sand & Gravel Company	B-3	20		3.07
FAS 808	21-Q	Edwards	Mt. Carmel Sand & Gravel Company	B-3 on soil-cement	20, 24	1.45	
FAS 833	9-2Q	Washington	Bituminous Fuel & Oil Company	A-3	20	1.91	
FAS 850, 1941	20-B	Monroe	St. Louis County Bridge & Grading Company	A-2	24	1.07	
FAS 862	46-Q	Randolph	Charles E. Mahoney Company	A-3	20		2.68
FAS 863	45-G	Randolph	Pautler Brothers Construction Company	A-3	20	0.34	
FAS 864	(1 & 2)Q	Perry	Mitchell Contracting Company	A-3	20		4.58
FAS 867	35Q-2	Franklin	Mt. Carmel Sand & Gravel Company	A-3 on soil-cement	22	3.71	
FAS 868	27-Q	Franklin	Mitchell Contracting Company	A-3 on water-bound macadam base	20	1.18	
FAS 893	(22 & 25)Q	Gallatin	Leon B. Stilley Construction Company	A-3 on soil-cement	20	4.97	

FAS 902	(71, 29, 24)Q	Saline-Hardin-Gallatin	Rigsby & Barnard Quarry Co. & Beecher Williams Construction Company	A-3	18	----------	4.84
FAS 919	18-Q	Jackson	Dale Denny Construction Company	A-3	20	----------	2.25
FAS 929	25Q-2	Massac	B & T Construction Company	A-3 on soil-cement	20	----------	1.48
FAS 937	30-Q	Massac	Dale Denny Construction Company	A-3 on soil-cement	20	1.02	----------
FAS 937	31-Q	Massac	Dale Denny Construction Company	A-3 on soil-cement	20	0.52	----------
FAS 946	31-B	Alexander	Edgar Stephens & Sons, Inc.	A-3	20	0.13	----------
FAS 949	35-Q	Alexander	Dale Denny Construction Company	A-3	20	4.43	----------
FAS 1068	74-Q & 20-3Q	JoDaviess-Carroll	Rein, Schultz & Dahl, Inc.	B-3	20	----------	6.64
FAS 1084	12-1Q	Carroll	Rein, Schultz & Dahl, Inc.	A-3	20	2.73	----------
FAS 1085	75-Q	JoDaviess	Rein, Schultz & Dahl, Inc.	B-3	20	6.30	----------
FAS 1182	113-Q	Lee	J. P. Hollerich Company	A-3	20	1.04	----------
FAS 1312	50-B	Kankakee	Azzarelli Construction Company	A-3	18	0.08	----------
FAS 1372	3-1Q & 41-Q	Stark-Marshall	Swords & Dietz	A-3	22	----------	3.48
FAS 1379	15-Q	Stark	Swords & Dietz	A-3	20	4.04	----------
FAS 1412	100-Q	Warren	Princeville Stone Company	A-3	20	----------	6.13
FAS 1489	20-B	DeWitt	A. J. Walker Construction Company	A-3	18	0.66	----------
FAS 1491	21-Q	DeWitt	Rowe Construction Company	A-3 on soil-cement	18	4.01	----------
FAS 1588, 432	62Q-1	Adams	Hollembeak Construction Company	A-3	20, 22	5.81	----------
FAS 1589	68-G	Adams	Gem Contracting & Paving, Inc.	A-1	20	----------	2.63
FAS 1602, 432	66-G	Adams	Diamond Construction Company	A-1	20	----------	3.90
FAS 1622	91-Q	Sangamon	Sangamo Construction Company	A-3	22	4.19	----------
FAS 1656	32-Q	Cumberland	Parro Construction Corporation	A-3	18	5.16	----------
FAS 1702	43-Q	Crawford	County Day Labor	B-3	20	----------	2.43
FAS 1711	21-B, Q	Effingham	O'Connor Construction Company	A-3	20	1.63	----------
FAS 1737	30-Q	Macoupin	Truman L. Flatt & Sons Company, Inc.	A-3	20	----------	3.62
FAS 1741	20-Q	Montgomery	Litchfield Bituminous Corporation	A-2	18	2.82	----------
FAS 1788	48-1Q	Marion	Mautz & Oren, Inc.	A-3	20	1.53	----------
FAS 1788	48-2Q	Marion	The Earl Walker Co. & Johnston Road-builders, Inc.	A-3	20	----------	3.49
FAS 1800	21-Q	Greene	Truman L. Flatt & Sons Company, Inc.	A-2 on asphalt stabilized base	18	0.50	0.34
FAS 1876, 1877	56-Q	Franklin	J. D. Barter Construction Company	A-3	20	4.41	----------
FAS 1879	34-G	Hamilton	Quick Way Construction Company	A-3	20	0.56	----------
FAS 1924	40-Q	Union	Dale Denny Construction Company	A-3	20	2.78	----------
FAS 1930	19-Q	Pope	Beecher Williams Construction Company	A-3	20	4.18	----------
FAS 1930	20-Q	Pope	Beecher Williams Construction Company	A-3	20	----------	1.93
FAS 2178	108-Q	Lee	Oregon Construction Company	A-3	20	0.76	----------
FAS 2178	109-Q	Lee	McGrath Sand & Gravel Company, Inc.	A-3	20	1.14	----------
FAS 2188	30-G	Whiteside	Rein, Schultz & Dahl, Inc.	A-1	22	1.69	----------
			Total—A-1, gravel or crushed-stone base			6.43	6.53
			Total—A-2, gravel or crushed-stone base			3.89	8.76
			Total—A-2, asphalt stabilized base			0.50	0.34
			Total—A-3, gravel or crushed-stone base			105.36	76.33
			Total—A-3, soil-cement base			16.11	5.03
			Total—A-3, water-bound macadam base			1.18	0.00
			Total—B-3, gravel or crushed-stone base			9.63	13.72
			Total—B-3, soil-cement base			21.81	0.00
			Total—B-4, gravel or crushed-stone base			0.00	0.17
			Total miles of gravel, crushed-stone, or soil-cement base and bituminous surface course			164.91	110.88

TABLE 23.—Continued.

BITUMINOUS SURFACING AND RECONSTRUCTION OF EXISTING GRAVEL OR CRUSHED-STONE SURFACE.

STATE CONTRACTS.

Route	Section	County	Contractor	Type or Subclass	Width in Feet	Mileage Completed 1962	Mileage Uncompleted
SBI 7 Spur	R7-Q2	Bureau	State Day Labor	A-1	20	0.81	
FA 155	(403, 404) Q-2	Madison	McCann & Company, Inc.	A-1	2@22	4.12	
Senate Bill 275	1	Adams	Diamond Construction Company	A-2	16, 20		2.48
Senate Bill 275	1	Lake-McHenry	Liberty Asphalt Products, Inc.	A-3	20, 24, var.	1.31	
Senate Bill 275	1	McDonough	D. E. Lynch & R. J. Shanks Construction Co.	A-3	17.5, var.	5.23	
Senate Bill 275	4	DeWitt	Illiana Construction Company, Inc.	A-3	16, 18	2.38	
FAS 74	(K & K-2) Q-2	JoDaviess	Rein, Schultz & Dahl, Inc.	B-4	18	3.55	
FAS 259	93-Q	LaSalle	J. P. Wetherby Construction Corporation	A-3	20	7.81	
FAS 261	83-Q	LaSalle	J. P. Wetherby Construction Corporation	A-3	20		4.71
FAS 348	126Q 1	Livingston	Mason & Meents Construction Company	A-3	20	2.68	
FAS 348	138Q-1	Livingston	Johnston Roadbuilders, Inc.	A-3	20	3.02	
FAS 353	135-Q	Livingston	Johnston Roadbuilders, Inc.	A-3	20	1.99	
FAS 355	95-Q	McLean	Eaton Asphalt Company, Inc.	A-3	20	3.43	
FAS 415	13-Q	Henderson	State Day Labor	A-1	22, var.	3.96	
FAS 453, 457	11Q-1	Fulton	State Day Labor	A-1	22	1.74	
FAS 480	105Q-1	Livingston	Mason & Meents Construction Company	A-3	20	1.89	
FAS 490	97-Q	McLean	Dean Berenz Asphalt Company, Inc.	A-3	18	5.47	
FAS 728, 725	40-Q	Montgomery	Litchfield Bituminous Corporation	A-3	20	2.32	
FAS 795	2-Q	Wayne	State Day Labor	A-2	18	0.89	
FAS 1255	27-Q	Kendall	Charles O'Brien & Son Construction Company, Inc.	A-3	20	3.98	
FAS 1282	43-Q & 44-Q	Grundy	Charles O'Brien & Son Construction Company, Inc.	A-3	20	2.99	
FAS 1298	47-Q	Kankakee	Azzarelli Construction Company	A-3	18	3.17	
FAS 1348	15Q-1	Woodford	Johnston Roadbuilders, Inc.	A-3	20	2.02	
FAS 1350	37-Q	Ford	Champaign Asphalt Company	A-3	20	3.89	
FAS 1352	38-Q	Ford	Mason & Meents Construction Company	A-3	20	3.53	
FAS 1354	122Q-1	Livingston	Cephas Williams Company	A-3	20	2.23	
FAS 1367	34-Q	Marshall	George E. Hoffman & Sons, Inc.	A-3	20	1.96	
FAS 1480	33-Q	McLean	Eaton Asphalt Company, Inc.	A-3	18	1.47	
FAS 1486	98-Q	McLean	Eaton Asphalt Company, Inc.	A-3	16	1.52	
FAS 1487	104-Q	McLean	Eaton Asphalt Company, Inc.	A 3	18	2.51	
FAS 1744	41-Q	Montgomery	Litchfield Bituminous Corporation	A-3	20	2.71	
			Total—Subclass A-1			10.63	0.00
			Total—Subclass A-2			0.89	2.48
			Total—Subclass A-3			69.51	4.71
			Total—Subclass B-4			3.55	0.00
			Total miles of bituminous surfacing and reconstruction of existing gravel or crushed-stone surface			84.58	7.19

INTERMITTENT BITUMINOUS RESURFACING—SUBCLASS I-11 (MODIFIED).
STATE CONTRACTS.

Route or District	Section	County	Contractor	Square Yards Completed 1962	Square Yards Uncompleted
SBI 17, 44	(11X, 15, 16) RS	Kankakee	Azzarelli Construction Company	35,626	
SBI 36	(11, 12) RS, 13RS-1	Adams	Diamond Construction Company	81,600	
SBI 36	(17, 18) RS-2	Pike	P. H. Broughton & Sons, Inc.	94,355	
SBI 39	(1 & 4) RS	McLean	Eaton Asphalt Company, Inc.	14,467	
SBI 115	(107, 108) RS 1	Ford	D. E. Lynch Construction Company	32,928	
FA 94	(I-VB, 2) RS	Bureau-Putnam	J. P. Hollerich Company	38,798	
1	Bit. Resurf. 1962-1	DeKalb-Kane-Kendall	Stahl Construction Company	25,271	
1	Bit. Resurf. 1962-2	Will	Materials Paving Company	52,254	
1	Bit. Resurf. 1962-3	Lake-McHenry	Skokie Valley Asphalt Company, Inc.	18,647	
1	Bit. Resurf. 1962-4	DuPage-Will	Black Top Roads Company	36,699	
2	Bit. Resurf. 1962-1	Winnebago	Rockford Blacktop Construction Company	24,054	
2	Bit. Resurf. 1962-2	Ogle	Rein, Schultz & Dahl, Inc.	28,842	
2	Bit. Resurf. 1962-3	Whiteside	McNeill Asphalt Company	12,648	
2	Bit. Resurf. 1962-4	Stephenson	Freeport Blacktop Construction Company	9,504	
2	Bit. Resurf. 1962-5	Bureau	J. P. Hollerich Company	27,338	
2	Bit. Resurf. 1962-6	Carroll	Rein, Schultz & Dahl, Inc.	39,360	
3	Bit. Resurf. 1961-1	Ford	D. E. Lynch Construction Company	17,449	
3	Bit. Resurf. 1962-1	LaSalle	J. P. Wetherby Construction Corporation	57,279	
4	Bit. Resurf. 1962-1	Fulton	Ninora Construction Company	30,153	
4	Bit. Resurf. 1962-2	Peoria-Stark	J. P. Hollerich Company	50,980	
4	Bit. Resurf. 1962 3	Fulton-McDonough	Coggeshall Construction Company	40,491	
4	Bit. Resurf. 1962-6	Bureau-Putnam	Strunk Brothers Company	153,827	
4	Bit. Resurf. 1962-8	Knox	Gunther Construction Company	19,178	
4	Bit. Resurf. 1962-9	Peoria	Seneca Petroleum Company, Inc.	49,878	
4	Bit. Resurf. 1962-10	Fulton-Knox	Gunther Construction Company	26,480	
4	Bit. Resurf. 1962-11	Bureau-Stark	J. P. Hollerich Company	60,734	
5	Bit. Resurf. 1962-2	Champaign-DeWitt-Douglas-Piatt	Champaign Asphalt Company	41,768	
5	Bit. Resurf. 1962-3	Vermilion	Danville Construction Company	40,826	
6	Bit. Resurf. 1962-1	Adams-Hancock	W. L. Miller Company	23,482	
6	Bit. Resurf. 1962-2	Sangamon-Christian	Sangamo Construction Company	18,419	
7	Bit. Resurf. 1962-1	Various	Howell Asphalt Company	154,653	
8	Bit. Resurf. 1962-3	Macoupin-Montgomery	Litchfield Bituminous Corporation	74,586	
8	Bit. Resurf. 1962-4	Montgomery	Litchfield Bituminous Corporation	6,859	
9	Bit. Resurf. 1961-1	Johnson-Pope	Johnston Roadbuilders, Inc.	83,309	
9	Bit. Resurf. 1962-1	Perry-Washington	Alpha Asphalt Corporation	41,614	
9	Bit. Resurf. 1962-2	Pope	Maclair Asphalt Company, Inc.	17,480	
10	1961-17-RS	Cook	Rock Road Construction Company	7,718	
			Total square yards of intermittent bituminous resurfacing—Subclass I-11 (modified)	1,589,554	0

TABLE 23.—Continued.

GRADING.

STATE CONTRACTS.

Route	Section	County	Contractor	Mileage Completed 1962	Mileage Uncompleted
FA 155	401-1A	Jersey	Ryan, Inc.		2.70
FA 155	401-2A, 401-2B	Jersey	R. B. Potashnick	4.80	
FA 196, FAI 55	84-3-1, 2-A	Sangamon	S. J. Groves & Sons Company		0.75
FAI 55	84-2HB-1	Sangamon	Bert Chamness Construction Company	1.01	
FAI 55	84-2HB-5, 2SB-1, 2-2A	Sangamon	S. J. Groves & Sons Company	1.49	
FAI 55	1114 641AT, Part 1	Cook	J. M. Corbett Company	1.04	
FAI 70	60-13-B	Madison	Hoeffken Brothers, Inc.	0.80	
FAI 74	48-27A, 27HB-1, 27-SB	Knox	McCann & Company, Inc.		0.76
FAS 60	52-A	Stephenson	Thronson Construction Company, Inc.		3.86
FAS 256	1-A	LaSalle	J. P. Hollerich Company		0.82
FAS 1485	107-A	McLean	Dean Berenz Asphalt Company, Inc.	3.02	
			Total miles of earth grading—State contracts	12.16	8.89
			COOK COUNTY CONTRACTS.		
FAI 55	207-0711.2A-CF	Cook	Lindahl Brothers & Thomas M. Madden Company	0.08	3.49
			Total miles of earth grading—Cook County contracts	0.08	3.49
			Grand total miles of earth grading	12.24	12.38

BRIDGES.

STATE CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
SBI 1	18BY-1, 19B-2-1, 20BY-1	Lawrence-Crawford	Culberson Construction Company, Inc.	Widen RC slabs	3	
SBI 1	38B & C-I	Johnson	State Day Labor	Bridge repairs		1
SBI 2	48X-B-2	Macon	H. H. Mass Construction Company	Welded deck plate girder	1	
SBI 2	67R-B	Marshall-LaSalle	Cephas Williams Company	RC slab		1
SBI 3	38B-I	McDonough	State Day Labor	Bridge repairs	1	
SBI 3	59C-I	Madison	State Day Labor	Bridge repairs	1	
SBI 3	73C-3	Randolph	State Day Labor	Bridge repairs	1	
SBI 3	100-D	Madison	State Day Labor	Bridge repairs	1	

SBI 5	17R-2, 17R-2B	Winnebago	Charles Ind Company	RC deck	1	
SBI 7	6-B-I	Henry	State Day Labor	Bridge repairs	1	
SBI 8	50B-I-3	Peoria-Tazewell	H. H. Mass Construction Company	Bridge repairs	1	
SBI 9	(2, 46) W-1, 2-BR, 47-BR	Vermilion	McCalman Construction Company	RC slabs		3
SBI 9	4-BC	Woodford	State Day Labor	Bridge repairs	1	
SBI 9	39D-I	Fulton	State Day Labor	Bridge repairs		1
SBI 11	L-I	Effingham	State Day Labor	Bridge repairs	1	
SBI 12	24-BC-I	Clinton	State Day Labor	Bridge repairs	1	
SBI 13	4-C-I	Saline	State Day Labor	Bridge repairs		1
SBI 13	B-C-I	Jackson	State Day Labor	Bridge repairs		1
SBI 13	10-D	Gallatin	Denney & Guard Construction Company	Bridge repairs	1	
SBI 13	24-C-I	St. Clair	State Day Labor	Bridge repairs		1
SBI 15	HB-142	Wabash	State Day Labor	Bridge repairs		1
SBI 24	H-I(W, RS)	Mason-Tazewell	R. A. Cullinan & Son, Inc.	I-beam	1	
SBI 24	(1, 5) W, 1B-1, 1-BY	Christian	Sangamo Construction Company	WF-beam,	1	
				Widen RC deck girder	1	
SBI 24	8B-1	Sangamon	J. E. McElroy	WF-beam		1
SBI 26, 6	8-R & 30-BR	Lee	W. J. Sheppard & Company	Bridge repairs	1	
SBI 33	4-B-I	Jasper	State Day Labor	Bridge repairs	1	
SBI 36	10-B	Adams	State Day Labor	Bridge repairs	1	
SBI 39	12B-I	Champaign	State Day Labor	Bridge repairs		1
SBI 48	136-BR	Christian	J. E. McElroy	WF-beam	1	
SBI 53	531-1, 531-1B-7, 531-1HB-5	Cook	The Standard Paving Company	Precast prestressed		3
SBI 53	535B-6-I	Will	E. H. Swenson & Son, Inc.	Bridge repairs		1
SBI 54	545-B-4-I	Cook	State Day Labor	Bridge repairs	1	
SBI 54	545-B-8-I	Cook	State Day Labor	Bridge repairs	1	
SBI 68	105-0316	Cook	State Day Labor	Bridge repairs	1	
SBI 89	119-BR	Putnam-Bureau	State Day Labor	Bridge repairs	1	
SBI 97	142B-I	Fulton	Sweborg Construction Company	Bridge repairs		1
SBI 100	112-B-C-I	Schuyler	State Day Labor	Bridge repairs		1
SBI 104	141-BR	Sangamon	Sangamo Construction Company	Precast prestressed concrete	1	
SBI 112	125-B	Madison	State Day Labor	Bridge repairs	1	
SBI 128	102-B-I	Shelby	State Day Labor	Bridge repairs	1	
SBI 139	(101B & 101B-C)I	White	State Day Labor	Bridge repairs	2	
SBI 142	101-BC-I	Effingham	State Day Labor	Bridge repairs	1	
SBI 150	122W-1, RS-3, BY-1	Jackson-Randolph	Bridges Paving Company	Widen RC deck girder		1
SBI 154	108(B-1, BY)	Perry	Howell Const. Co. & J. D. Barter Const. Co.	WF-beam,		
				Widen precast slab	1	1
SBI 154	108F-1	Perry	American Bridge Div., U. S. Steel Corp.	Fabrication		
SBI 160	134-C-I	Madison	State Day Labor	Bridge repairs	1	
SBI 164	118-BR	Tazewell	R. A. Cullinan & Son, Inc.	RC slab	1	
FA 2	23-Z(W, RS)2, 23-BR, 23-2	Fayette	Calhoun County Contracting Corp.	Plate girder		1
FA 2	23-FR	Fayette	Bennett Industries, Inc.	Fabrication		
FA 2	(30, 31) W, 31-2, 30-BY	Washington-Marion-Jefferson	Hoeffken Brothers, Inc.	Widen RC slab	1	
FA 12	35-1B-I	Bond	State Day Labor	Bridge repairs		1
FA 12	31-1B	Madison	Gorman & Sons, Inc.	Orthotropic test bridge	1	
FA 12	B-XB-I	Clark	State Day Labor	Bridge repairs		1
FA 12	H-XB-I	Cumberland	State Day Labor	Bridge repairs	1	
FA 14	6-1B	Williamson	J. D. Barter Const. Co. & Howell Construction Co.	Parallel cont. WF-beams	2	
FA 19	18B-I	LaSalle	State Day Labor	Bridge repairs	1	
FA 30	21-B-1	Putnam	Ladd Construction Company	Continuous RC slab		1
FA 60	106-1	Lake	Eric Bolander Construction Company	Dry land bridges		6

TABLE 23.—Continued.

BRIDGES.—Continued.

STATE CONTRACTS.—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
FA 83	1-B-NRS-I	Rock Island	State Day Labor	Bridge repairs	1	
FA 99	104R-B	Lake	Eric Bolander Construction Company	Continuous RC slab	1	
FA 122	42-F-E-P-II	Cook	State Day Labor	Bridge repairs	1	
FA 131	552R-2, 552-BY	DuPage	E. M. Melahn Construction Company	Widen RC girder	1	
FA 140	9-BR	Fayette	A. J. Walker Construction Company	Precast prestressed concrete	1	
FA 155	401-1A	Jersey	Ryan, Inc.	Precast prestressed		1
FA 164	411-D-I	Greene-Jersey	State Day Labor	Bridge repairs	1	
FA 182	12-D	Randolph	Denny, Guard & Luckett Construction and Maintenance Company	Bridge deck		
FA 182	12-E	Randolph	Illinois Ben-Hur Construction Co.	Deck plate girder superstructure		1
FA 182	12-F	Randolph	Mississippi Valley Structural Steel Company	Fabrication		
FA 194	6-B	Winnebago	Shappert Engineering Company	Parallel WF-beams		
FA 194	6-F	Winnebago	Wendnagel & Company, Inc.	Fabrication		2
FA 199	2-B	Rock Island	A. Olsen Construction Company	Parallel welded deck plate girders		2
FAI 55	88B-NRII	Will	State Day Labor	Bridge repairs		1
FAI 57	X1-4B	Williamson	J. D. Barter Const. Co. & Howell Construction Co.	Parallel continuous WF-beams	2	
FAI 57	10-32-B, 10-32-IIB	Champaign	Howell Asphalt Company	Precast beam deck	1	
FAI 57	10-32B-1	Champaign	Howell Asphalt Company	Parallel continuous WF-beams	2	
FAI 57	10-33-B	Champaign	Howell Asphalt Company	Parallel cont. steel WF-beams	2	
FAI 57	28-1B	Franklin	Howell Construction Company	Parallel continuous WF-beams		
FAI 57	28-1F	Franklin	Vincennes Steel Division, Novo Industrial Corporation	Fabrication		2
FAI 57	28-2B	Franklin	Culberson Construction Co., Inc.	Parallel continuous WF-beams		2
FAI 57	28-5-B	Franklin	Howell Asphalt Company	Parallel WF-beams		2
FAI 57	28-5-F	Franklin	Allied Structural Steel Company	Fabrication		
FAI 57	28-5B-1	Franklin	Howell Asphalt Company	Parallel continuous WF-beams	2	
FAI 70	60-13-B	Madison	Hoeffken Brothers, Inc.	Parallel continuous WF-beams	2	
FAI 70	60-13-F	Madison	Allied Structural Steel Company	Fabrication		
FAI 74	81-2B	Rock Island	Shappert Engineering Co.	Parallel WF-beam & plate girder	2	
FAI 74	92-11IIB-1, 11-B	Vermilion	The Schless Construction Co., Inc.	Parallel deck plate girders		2
FAI 74	92-11-F	Vermilion	Allied Structural Steel Companies	Fabrication		
FAI 74	92-12B, 92-12IIB-1	Vermilion	O'Neil Brothers Construction Co.	Parallel continuous welded plate girders		2
FAI 74	92-12F, 92-12IIF-1	Vermilion	Chicago Heights Steel Company	Fabrication		

FAI 74	92-12HB-4, 92-12B-1, 92-12-VB	Vermilion	Culberson Construction Co., Inc.	Parallel continuous WF-beams		2
FAI 74	92-12F-1, 92-12-VF	Vermilion	Joseph T. Ryerson & Son, Inc.	Fabrication		
FAI 80	06-1B	Bureau	Eric Bolander Construction Co.	Parallel continuous RC slabs		2
FAI 80	06-1B-1	Bureau	Eric Bolander Construction Co.	Parallel continuous RC slabs		2
FAI 80	06-1B-2	Bureau	Joliet Bridge & Construction Co.	Parallel RC slabs	2	
FAI 80	06-1B-3	Bureau	Joliet Bridge & Construction Co.	Parallel WF-beams		2
FAI 80	06-1F-3	Bureau	Wendnagel & Company, Inc.	Fabrication		
FAI 80	06-3B	Bureau	H. H. Mass Construction Co.	Parallel continuous RC slabs		2
FAI 80	06-4B	Bureau	Eric Bolander Construction Co.	Parallel continuous WF-beams		2
FAI 80	06-4F	Bureau	Bennett Industries, Inc.	Fabrication		
FAI 80	06-4B-1	Bureau	Ladd Construction Co. & Strunk Brothers Company	Parallel continuous plate girders		2
FAI 80	06-4F-1	Bureau	Bethlehem Steel Company	Fabrication		
FAI 80	06-6B	Bureau	Belvidere Construction Company	Parallel WF-beams	2	
FAI 80	06-6F	Bureau	Wendnagel & Company, Inc.	Fabrication		
FAI 80	06-7B-1, 7-VB	Bureau	Eric Bolander Construction Co.	Parallel continuous WF-beams		2
FAI 80	06-7F-1, 7-VF	Bureau	Wendnagel & Company, Inc.	Fabrication		
FAI 80	37-4B-1	Henry	L. B. Strandberg & Son Co., Inc.	Parallel continuous WF-beams	2	
FAI 80	37-6B	Henry	L. B. Strandberg & Son Co., Inc.	Parallel continuous WF-beams	2	
FAI 80	37-6F	Henry	Milwaukee Bridge Company	Fabrication		
FAI 80	50-2B	LaSalle	Ladd Const. Co. & Strunk Bros. Co.	Parallel cont. steel welded plate girders	2	
FAI 80	50-2F	LaSalle	Mississippi Valley Structural Steel Company	Fabrication		
FAI 80	50-2B-1, 2HB-5	LaSalle	Carl E. Soderquist & Sons, Inc. & R. W. Dunteman Company	Parallel precast prestressed concrete I-beams	2	
FAI 80	99-3B	Will	Powers-Thompson Construction Co.	Parallel bridge substructures		
FAI 270	60-4HB, 4-B, 4B-1	Madison	Calhoun County Contracting Corp.	Precast conc. slab & parallel WF-beams		3
FAI 270	60-B	Madison	Massman Construction Company	Bridge substructure		
FAI 270	60-1B	Madison	Fruin-Colnon Contracting Company	Bridge substructures		
FAS 8	Z-B	Lake	Eric Bolander Construction Company	Precast prestressed concrete	1	
FAS 35	34-B	McHenry	E. M. Melahn Construction Company	RC slab	1	
FAS 71	76-B	JoDaviess	Eric Bolander Construction Company	Continuous steel beam	1	
FAS 91	24-B	Ogle	Shappert Engineering Company	RC slab	1	
FAS 111	87-B	Kane	Carl E. Soderquist & Sons, Inc.	Precast prestressed concrete	1	
FAS 174	90-G	LaSalle	J. P. Wetherby Construction Corp.	Precast prestressed concrete decks	2	
FAS 256	1-E	LaSalle	John F. Beasley Construction Co.	Steel WF-beam & thru steel truss superstructure	1	
FAS 256	1-D	LaSalle	H. H. Mass Construction Company	Bridge deck		
FAS 273	78-B	LaSalle	Burnell G. Watson	Precast concrete slab	1	
FAS 321	47-B	Iroquois	Burnell G. Watson	Precast prestressed conc. slab	1	
FAS 393	17-B	Knox	Sweborg Construction Company	Precast concrete slab	1	
FAS 512	63-1	Vermilion	McCalman Construction Company	Continuous steel beam	1	

TABLE 23.—Continued.

BRIDGES.—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
FAS 518	38-Q	Champaign	General Paving Company, Inc.	RC concrete slabs		2
FAS 603	37-B	Pike	Caldwell Engineering Company	Continuous WF-beam		1
FAS 652	203-1Q	Shelby	A. J. Walker Construction Company	Precast conc. & precast prestressed concrete slabs	3	
FAS 683	40-Q	Edgar	Huckaba & Sons Construction Company	RC slab	1	
FAS 705	39-Q	Jasper	Mt. Carmel Sand & Gravel Company	Widen RC slabs	2	
FAS 711	22-BQ	Effingham	Mt. Carmel Sand & Gravel Company	Precast concrete slab		1
FAS 775	68-R	Madison	S. J. Groves & Sons Company	Precast prestressed concrete I-beam superstructure	1	
FAS 788	31-B	Washington-Clinton	C & T Construction Company	Precast concrete slab		1
FAS 807	65-Q	Lawrence	Mt. Carmel Sand & Gravel Company	Widen RC slabs	2	
FAS 815	30-B	White	G. H. Allen, Inc.	Continuous steel beams	2	
FAS 815	30-F	White	Allied Structural Steel Companies	Fabrication		
FAS 828	36B-1	Washington	Vincent Kosarek	Bridge repairs	1	
FAS 850, 1941	20-B	Monroe	Illinois-Weber contractor, Inc. formerly St. Louis County Bridge & Grading Company	Continuous steel beam	1	
FAS 862	46-Q	Randolph	Charles E. Mahoney Company	Widen RC slab	1	
FAS 902	(71, 29)B, 24-B	Saline-Hardin-Gallatin	C. J. Moritz, Inc.	Precast concrete slabs		2
FAS 910	41-B	Williamson	Tri-State Engineering Co., Assignee	RC slab & WF-beam	2	
FAS 929	25Q-2	Massac	B & T Construction Company	Precast concrete slabs		2
FAS 937	31-Q	Massac	Dale Denny Construction Company	Precast concrete slab	1	
FAS 1216	30-B	Mercer	Princeville Stone Co. & Hampton Bridge & Concrete Company	Continuous steel beam	1	
FAS 1229	46-G	Henry	Raymond C. Hoffman	Precast prestressed conc. slab	1	
FAS 1298	47-B	Kankakee	Azzarelli Construction Company	Precast prestressed conc. deck	1	
FAS 1322	128-B	Kankakee	Burnell G. Watson	Precast concrete slab	1	
FAS 1479	93-B	McLean	West Construction Company	RC slab	1	
FAS 1582	26-B	Brown	Hollembeak Construction Company	Continuous steel beam	1	
FAS 1736	31-G	Macoupin	Freesen Brothers, Inc.	Precast prestressed conc. deck		1
FAS 1743	23-G	Montgomery	Litchfield Bituminous Corporation	Precast prestressed conc. slab	1	
FAS 1788	48-1Q	Marion	Mautz & Oren, Inc.	Precast concrete slabs	2	
FAS 1876	56-Q	Franklin	J. D. Barter Construction Company	Continuous steel beam	1	
CH 11	Z-I	Lake	State Day Labor	Bridge repairs		1
CH 14A	3-B	McHenry	Carl E. Soderquist & Sons, Inc.	Precast prestressed concrete		1
FH 1G	37(B, B-1, Q, Q-1)	Alexander	Dale Denny Construction Company	Precast prestressed conc. I-beam & precast conc. slab	2	
SA 13	1293-15D	Cook	State Day Labor	Bridge repairs	1	
SA 22	1954-8	Cook	State Day Labor	Bridge repairs	1	
SA 51	1212-15D	Cook	State Day Labor	Bridge repairs	1	
SA 67	1112.1-15d-I	Cook	State Day Labor	Bridge repairs	1	
SA 86	3144	Cook	State Day Labor	Bridge repairs		1

SA 89	1295-15D-I	Cook	State Day Labor	Bridge repairs	1	
Dist. 1	Bridge Repairs 1962-1	Will-DeKalb	State Day Labor	Bridge repairs	1	
Dist. 2	Bridge Repairs 1962-1	Rock Island-Winnebago	State Day Labor	Bridge repairs	3	
Dist. 3	Bridge Repairs 1962-1	McLean-LaSalle	State Day Labor	Bridge repairs	2	
Dist. 5	Bridge Repairs 1961-2	Moultrie-Vermilion	State Day Labor	Bridge repairs	3	
Dist. 10	Bridge Sidewalk, Handrail & Pier Caps 1962-1	Cook	Brighton Construction Company	Bridge repairs	4	
Dist. 10	Bridge Sidewalk & Handrail Repairs 1962-2	Cook	Brighton Construction Company	Bridge repairs		1
Dist. 10	Bridge Sidewalk & Handrail Repairs 1962-3	Cook	Brighton Construction Company	Bridge repairs		1
Dist. 10	Bridge Sidewalk & Handrail Repairs 1962-4	Cook	Brighton Construction Company	Bridge repairs		3
				Total bridges in State contracts New	72	63
				Widened	12	1
				Repaired	47	20

CITY OF CHICAGO CONTRACTS.

FAI 94	S-2424.4-1RB	Cook	W. E. O'Neil Construction Company	Bridge substructure		
FAI 94	S-2424.4-2RB	Cook	American Bridge Division, U. S. Steel Corporation	Continuous welded steel girder superstructure	1	
				Total new bridges in City of Chicago contracts	1	0
				Grand total—Bridges, new	73	63
				Grand total—Bridges, widened	12	1
				Grand total—Bridges, repaired	47	20

GRADE SEPARATIONS.
STATE CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
SBI 1	41X-SB	Massac	Triangle Construction Company	RR steel thru plate girder		
SBI 1	41X-SF	Massac	American Bridge Division, U. S. Steel Corporation	Fabrication		1
SBI 2	48-K & 48-HB	Macon	Berry Const. Co. & C. E. Burgett Const. Co.	Hwy. WF-beams		2
SBI 2	48-HF	Macon	Vincennes Steel Division, Novo Industrial Corporation	Fabrication		
SBI 9	2-SB	Vermilion	McCalman Construction Company	RR precast prestressed conc. box beam subway		1

TABLE 23.—Continued.
GRADE SEPARATIONS.—Continued.
STATE CONTRACTS.—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
SBI 12	17V-3	Marion	State Day Labor	RR separation repairs	1	
SBI 18	9(H, HB, SB)	Cook	Robert R. Anderson Company	Hwy. WF-composite beams RR WF-beams		5
SBI 18	9-SF, HF	Cook	Allied Structural Steel Companies	Fabrication		2
SBI 46	464-H-I	Cook	State Day Labor	Hwy. separation repairs	1	
SBI 46	465-V	Cook	State Day Labor	RR separation repairs	1	
SBI 48 Spur	128-SB	Macon	H. H. Mass Construction Company	RR WF-beam & plate girder	1	
SBI 53	531-532RS	Cook	State Day Labor	Hwy. separation repairs		1
SBI 53	531-1, 531-1B-7, 531-1HB-5	Cook	The Standard Paving Company	Hwy. parallel WF-beams		2
SBI 53	531-1HF-5	Cook	Vierling Steel Works	Fabrication		
SBI 53	531-1HB-8	Cook	Arcole Midwest Corporation	Hwy. parallel welded plate girder & WF-beams		2
SBI 53	531-1HF-8	Cook	Bethlehem Steel Company	Fabrication		
SBI 54	541-S & SB-2	Cook	J. M. Corbett Company	RR plate girder subway		1
SBI 54	541-SF-2	Cook	Allied Structural Steel Company	Fabrication		
SBI 54	545VB-NRH-1-Y-1	DuPage	State Day Labor	RR separation repairs	1	
SBI 55	551-VB	Cook	Robert R. Anderson Company	RR continuous WF-beam, Hwy. continuous WF-beam	1 1	
SBI 64	130-V-2-I	DuPage	State Day Labor	RR viaduct repairs	1	
SBI 88	125V-B-I	Peoria	McDougal-Hartmann Company	RR grade separation repairs	1	
SBI 116	102-HB, HB-1, HB-2	Tazewell	McDougal-Hartmann Company	Hwy. parallel steel WF-beams & WF-beam substructure	4	
SBI 116	102-HF, HF-1	Tazewell	Vierling Steel Works	Fabrication		
FA 2	1-HB	Winnebago	Belvidere Construction Company	RR WF-beam	1	
FA 2	1-HF	Winnebago	Vierling Steel Works	Fabrication		
FA 2	1-HB-1	Winnebago	Shappert Engineering Company	Hwy. WF-beam	1	
FA 2	1-HF-1	Winnebago	Worden-Allen Company	Fabrication		
FA 2	1-HB-2	Winnebago	Shappert Engineering Company	Hwy. continuous WF-beam	1	
FA 2	1-HB-3	Winnebago	Shappert Engineering Company	Hwy. WF-beam	1	
FA 2	71X-VBR	LaSalle	Trompeter Construction Company	RR continuous WF-beam	1	
FA 5	110X-7SB	Sangamon	H. H. Mass Construction Company	RR steel thru plate girder	1	
FA 5	1-(HB, VB, VB-1)RS	McLean	State Day Labor	Hwy. separation repairs, RR separation repairs	1 2	
FA 10	13-HB-3	Tazewell	R. A. Cullinan & Son, Inc.	Hwy. WF-beam		1
FA 10	13-VB	Tazewell	D. J. Mahoney Company	RR plate girder substructure		
FA 10	13-V(F, E)	Tazewell	American Bridge Div., U. S. Steel Corporation	Fabrication & erection		1
FA 13	5-2VB-2	Richland	Mautz & Oren, Inc.	RR WF-beam		1
FA 31	117-3HB	Peoria	McDougal-Hartmann Company	Hwy. WF-beam	1	
FA 31	117-3HF	Peor a	Joseph T. Ryerson & Son, Inc.	Fabrication		

FA 42	3128-Z-HB-1	Cook	Krug Excavating Company	Hwy. simple composite WF-beam	1	
FA 42	3128-Z(VB, HB)	Cook	Superior Concrete Construction Co.	RR continuous WF-beam,	1	
FA 42	3128-Z(VF, HF)	Cook	Vierling Steel Works	Hwy. continuous WF-beam, Fabrication	1	
FA 98	1616-VBR-1	Cook	I. C. Harbour Construction Company	RR RC slab superstructure	1	
FA 99	104R-HB-1	Lake	Eric Bolander Construction Company	Hwy. WF-beam	1	
FA 99	104R-HF-1	Lake	Allied Structural Steel Companies	Fabrication		
FA 121	29R-SB	Cook	Arcole Midwest Corporation	RR plate girder subway	1	
FA 122	0606.1-HB	Cook	State Day Labor	Hwy. separation repairs	1	
FA 131	062-3536.1-MFT	Cook	State Day Labor	Hwy. separation repairs	1	
FA 161	84-2VB-2	Sangamon	Calhoun County Contracting Corp.	RR continuous WF-beam,	1	
FA 161	84-2VF-2	Sangamon	Milwaukee Bridge Company	RR continuous WF-beam widening, Fabrication	1	
FA 194	4-HB	Winnebago	Belvidere Construction Company	Hwy. WF-beam		1
FA 194	4-HB-1	Winnebago	Belvidere Construction Company	Hwy. continuous steel WF-beam	1	
FA 194	4-HB-2	Winnebago	Belvidere Construction Company	Hwy. WF-beam	1	
FA 194	4-HB-3	Winnebago	Belvidere Construction Company	Hwy. WF-beam		
FA 194	4-HF-3	Winnebago	American Bridge Division, U. S. Steel Corporation	Fabrication	1	
FA 194	4-VB	Winnebago	Belvidere Construction Company	RR parallel WF-beams	2	
FA 194	4-VF	Winnebago	Vierling Steel Works	Fabrication		
FA 194	4-VB-1	Winnebago	Belvidere Construction Company	RR parallel WF-beams		2
FA 194	4-VF-1	Winnebago	Wendnagel & Company, Inc.	Fabrication		
FA 196	84-3HB-4	Sangamon	Chism, Inc.	Hwy. parallel continuous steel WF-beams	2	
FA 196	84-3HB-5	Sangamon	Chism, Inc.	Hwy. plate girder		
FA 196	84-3HF-5	Sangamon	Mississippi Valley Structural Steel Company	Fabrication		1
FA 199	1-HB-2	Rock Island	J. L. Simmons Company, Inc.	Hwy. parallel WF-beams		2
FAI 55	0101-601HB	Cook	Superior Concrete Construction Co.	Hwy. WF-beam		1
FAI 55	0101-601HF	Cook	Vierling Steel Works	Fabrication		
FAI 55	57-4HB-2	McLean	Culberson Construction Co., Inc.	Hwy. WF-beam	1	
FAI 55	57-4HB-3, 4-VB	McLean	Ben Harrison & Sons	Hwy. parallel RC slabs,	2	
FAI 55	57-4-VF	McLean	Wendnagel & Company, Inc.	RR parallel WF-beams, Fabrication	2	
FAI 55	57-4HB-4	McLean	West Construction Company	Hwy. parallel cont. WF-beam		2
FAI 55	57-4HF-4	McLean	Joseph T. Ryerson & Son, Inc.	Fabrication		
FAI 55	57-5HB	McLean	Ben Harrison & Sons	Hwy. parallel WF-beams		2
FAI 55	57-5HF	McLean	Joseph T. Ryerson & Son, Inc.	Fabrication		
FAI 55	57-5HB-1	McLean	West Construction Company	Hwy. WF-beam		1
FAI 55	57-5HB-2	McLean	West Construction Company	Hwy. parallel RC slabs		2
FAI 55	57-6HB-1, 6-VB	McLean	Howell Asphalt Company	Hwy. parallel WF-beams,		2
FAI 55	57-6HF-1, 6-VF	McLean	Joseph T. Ryerson & Son, Inc.	RR parallel WF-beams, Fabrication		2
FAI 55	84-2HB	Sangamon	Fisher-Stoune, Inc.	Hwy. parallel cont. steel WF-beams	2	
FAI 55	84-2HB-1	Sangamon	Bert Chamness Construction Company	Hwy. continuous WF-beam	1	
FAI 55	84-2HB-5, 2SB-1, 2-2A	Sangamon	S. J. Groves & Sons Company	Hwy. precast prestressed concrete I-beam,	1	
FAI 55	84-2SF-1	Sangamon	Mississippi Valley Structural Steel Company	RR steel plate girder, Fabrication	1	

TABLE 23.—Continued.
GRADE SEPARATIONS.—Continued.
STATE CONTRACTS.—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
FAI 55	84-2VB	Sangamon	Fisher-Stoune, Inc.	RR parallel WF-beams	2	
FAI 55	84-2VB-1	Sangamon	Culberson Construction Co., Inc.	RR cont. steel WF-beams	2	
FAI 55, FA 25	84-3HB-1, 8(X, RS-1)	Sangamon	S. J. Groves & Sons Company	Hwy. parallel WF-beams		2
FAI 55	84-3HF-1	Sangamon	Bennett Industries, Inc.	Fabrication		
FAI 55	84-3HB-2	Sangamon	C. E. Burgett Const. Co. & Berry Construction Co.	Hwy. parallel WF-beams	2	
FAI 55	84-3HF-2	Sangamon	Allied Structural Steel Companies	Fabrication		
FAI 55	84-3HB-3	Sangamon	Chism, Inc.	Hwy. continuous steel WF-beam	1	
FAI 55	84-3SB	Sangamon	Sangamo Construction Company	RR thru plate girder subway	1	
FAI 55	84-3SB-1	Sangamon	H. H. Mass Construction Company	RR thru plate girder subway		1
FAI 55	84-3SF-1	Sangamon	Allied Structural Steel Company	Fabrication		
FAI 55	84-3VB-1	Sangamon	Howell Asphalt Company	RR parallel WF-beams	2	
FAI 55	84-3VF-1	Sangamon	Bennett Industries, Inc.	Fabrication		
FAI 55	84-31, 84-31-SB	Sangamon	Fisher-Stoune, Inc.	RR plate girder subway		1
FAI 55	84-31-SF	Sangamon	Bethlehem Steel Company	Fabrication		
FAI 55	99-2VB-R	Will	E. H. Swenson & Son, Inc.	RR separation repairs		1
FAI 57	X1-4HB-1, 4HB-2, 5-HB	Williamson	Howell Const. Co. & J. D. Barter Const. Co.	Hwy. continuous WF-beams	3	
FAI 57	X1-4HF-1, 4HF-2, 5-HF	Williamson	Vierling Steel Works	Fabrication		
FAI 57	X1-4VB	Williamson	Tri-State Engineering Company	RR parallel cont. WF-beams	2	
FAI 57	X1-4VB-1	Williamson	J. D. Barter Const. Co. & Howell Const. Co.	RR parallel cont. steel WF-beams	2	
FAI 57	10-32-B, 10-32-HB	Champaign	Howell Asphalt Company	Hwy. WF-beam	1	
FAI 57	10-32-HB-1	Champaign	O'Neil Brothers Construction Co.	Hwy. cont. steel WF-beam	1	
FAI 57	10-32-HB-2	Champaign	Howell Asphalt Company	Hwy. cont. steel WF-beam	1	
FAI 57	10-33-HB	Champaign	Howell Asphalt Company	Hwy. cont. steel WF-beam	1	
FAI 57	25-6, 25-6HB-6, 25-7	Effingham	O'Connor Construction Company	Hwy. WF-beam & hwy. RC box culvert subways	3	
FAI 57	25-6HF-6	Effingham	Vincennes Steel Division of Novo Industrial Corporation	Fabrication		
FAI 57	25-7HB-1	Effingham	Mautz & Oren, Inc.	Hwy. WF-beam	1	
FAI 57	25-7HB-2	Effingham	O'Connor Construction Company	Hwy. WF-beam	1	
FAI 57	28-1HB	Franklin	Tri-State Engineering Company	Hwy. continuous WF-beam		1
FAI 57	28-1HB-2	Franklin	Culberson Construction Co., Inc.	Hwy. continuous WF-beam		1
FAI 57	28-1HB-5	Franklin	Tri-State Engineering Company	Hwy. WF-beam	1	
FAI 57	28-2HB-1	Franklin	Culberson Construction Co., Inc.	Hwy. continuous WF-beam		1
FAI 57	28-3HB	Franklin	Tri-State Engineering Company	Hwy. WF-beam		1
FAI 57	28-3HB-3	Franklin	Culberson Construction Co., Inc.	Hwy. RC slab		1
FAI 57	28-3VB-1	Franklin	Howell Construction Company	RR parallel WF-beam		
FAI 57	28-3VF-1	Franklin	Vincennes Steel Division of Novo Industrial Corporation	Fabrication		2

FAI 57	28-4HB-1	Franklin	J. D. Barter Const. Co. & Howell Const. Co.	Hwy. WF-beam	1	
FAI 57	28-4HB-3	Franklin	J. D. Barter Const. Co. & Howell Const. Co.	Hwy. WF-beam	1	
FAI 57	28-5HF-1	Franklin	Joseph T. Ryerson & Son, Inc.	Fabrication		
FAI 57	28-5HB-2	Franklin	Tri-State Engineering Company	Hwy. continuous WF-beam	1	
FAI 57	28-5VB	Franklin	Howell Asphalt Company	RR parallel cont. WF-beams		2
FAI 57	28-5VF	Franklin	Joseph T. Ryerson & Son, Inc.	Fabrication		
FAI 57	46-4HBK	Kankakee	Orr Construction Company	Hwy. WF-beam		
FAI 57	46-4HF	Kankakee	American Bridge Division, U. S. Steel Corporation	Fabrication		1
FAI 57	77-1HB-1	Pulaski	Edgar Stephens & Sons Company	Hwy. continuous WF-beam		1
FAI 70	25-1HB-1	Effingham-Fayette	Culberson Construction Co., Inc.	Hwy. WF-beam	1	
FAI 70	25-1HB-2	Effingham	Culberson Construction Co., Inc.	Hwy. WF-beam	1	
FAI 70	26-3, 26-4, 26-3HB-4	Fayette	Parro Const. Corp. & Green Const. Co.	Hwy. WF-beam		1
FAI 70	26-3HF-4	Fayette	Vierling Steel Works	Fabrication		
FAI 70	26-4HB-1, 4B-2	Fayette	A. J. Walker Construction Company	Hwy. WF-beam	1	
FAI 70	26-4HB-2	Fayette	A. J. Walker Construction Company	Hwy. WF-beam		1
FAI 70	26-4HB-3	Fayette	Culberson Construction Co., Inc.	Hwy. WF-beam		1
FAI 70	26-5, 26-5HB-2	Fayette	Parro Const. Corp. & Green Const. Co.	Hwy. WF-beam		1
FAI 70	26-5HB-1	Fayette	A. J. Walker Construction Company	Hwy. WF-beam	1	
FAI 70	26-5HB-3	Fayette	A. J. Walker Construction Company	Hwy. WF-beam	1	
FAI 70	26-5-VB	Fayette	A. J. Walker Construction Company	RR parallel WF-beams	2	
FAI 70	26-5-VF	Fayette	Allied Structural Steel Companies	Fabrication		
FAI 74	48-27HB	Knox	Sweborg Const. Co. & Swords & Dietz	Hwy. parallel cont. steel WF-beams		2
FAI 74	48-27HF	Knox	Wendnagel & Company, Inc.	Fabrication		
FAI 74	48-27A, 27HB-1, 27-SB	Knox	McCann & Company, Inc.	Hwy. continuous WF-beam,		1
				RR steel thru girder subway		1
FAI 74	48-27HF-1, 27-SF	Knox	Bethlehem Steel Company	Fabrication		
FAI 74	48-27HB-2	Knox	Sweborg Const. Co. & Swords & Dietz	Hwy. cont. RC deck girder		1
FAI 74	48-27HB-3, 27HB-4	Knox	Sweborg Const. Co. & Swords & Dietz	Hwy. WF-beams & RC deck girder	3	
FAI 74	48-27HF-3	Knox	Bennett Industries, Inc.	Fabrication		
FAI 74	48-27HB-5	Knox	H. H. Mass Construction Company	Hwy. parallel RC slabs		2
FAI 74	48-27HB-6	Knox	Sweborg Const. Co. & Swords & Dietz	Hwy. continuous WF-beam		1
FAI 74	72-5B, 5HB-3	Peoria	Jansen & Schaefer, Inc.	Hwy .continuous WF-beam		1
FAI 74	72-5HB	Peoria	Princeville Stone Co. & Abingdon Rock Company, Inc.	Hwy. WF-beam		1
FAI 74	72-5HF	Peoria	Joseph T. Ryerson & Son, Inc.	Fabrication		
FAI 74	72-5HB-1	Peoria	McDougal-Hartmann Company	Hwy. WF-beam		1
FAI 74	72-5HB-2	Peoria	Jansen & Schaefer, Inc.	Hwy. WF-beam		1
FAI 74, FAS 1399	72-7HB, 38-1-1B	Peoria	McDougal-Hartmann Company	Hwy. WF-beam		
FAI 74, FAS 1399	72-7HF, 38-1-1F	Peoria	Joseph T. Ryerson & Son, Inc.	Fabrication		1
FAI 74	72-7HB-1	Peoria	McDougal-Hartmann Company	Hwy. WF-beam		1
FAI 74	72-7HF-1	Peoria	Wendnagel & Company, Inc.	Fabrication		
FAI 74	72-8, 8-HB, 8HB-1, 8HB-4, 8HB-5	Peoria	McDougal-Hartmann Company	Hwy. continuous steel WF-beams		4
FAI 74	72-8HF, 1, 4, 5	Peoria	Wendnagel & Company, Inc.	Fabrication		
FAI 74	72-8HB-6	Peoria	Jansen & Schaefer, Inc.	Hwy. continuous steel WF-beam	1	
FAI 74	72-8HF-6	Peoria	Johnston Iron Works, Inc.	Fabrication		

TABLE 23.—Continued.
GRADE SEPARATIONS.—Continued.
STATE CONTRACTS.—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
FAI 74	92-11HB	Vermilion	McCalman Construction Company	Hwy. continuous RC girder	1	
FAI 74	92-11HB-1, 11-B	Vermilion	The Schless Construction Co., Inc.	Hwy. RC deck girder		1
FAI 74	92-11HB-2	Vermilion	Eric Bolander Construction Company	Hwy. RC girder	1	
FAI 74	92-11HB-3	Vermilion	O'Neil Brothers Construction Co.	Hwy. WF-beams		2
FAI 74	92-11HB-4, 11VB-1	Vermilion	O'Neil Brothers Construction Co.	Hwy. WF-beam &		1
				RR parallel WF-beams		2
FAI 74	92-12B, 92-12HB-1	Vermilion	O'Neil Brothers Construction Co.	Hwy. WF-beam	1	
FAI 74	92-12F, 92-12HF-1	Vermilion	Chicago Heights Steel Company	Fabrication		
FAI 74	92-12HB	Vermilion	Eric Bolander Construction Company	Hwy. cont. RC deck girder	1	
FAI 74	92-12HB-2	Vermilion	McCalman Construction Company	Hwy. continuous WF-beam		
FAI 74	92-12HF-2	Vermilion	Vincennes Steel Division, Novo Industrial Corporation	Fabrication		1
FAI 74	92-12HB-4, 92-12B-1, 92-12VB	Vermilion	Culberson Construction Co., Inc.	Hwy. parallel cont. RC deck girders		2
				RR parallel continuous WF-beams		2
FAI 74	92-12F-1, 92-12VF	Vermilion	Joseph T. Ryerson & Son, Inc.	Fabrication		
FAI 74	92-12HB-5	Vermilion	Culberson Construction Co., Inc.	Hwy. continuous RC deck girder		1
FAI 74	92-12-SB	Vermilion	McCalman Construction Company	RR deck plate girder subway	1	
FAI 74	92-12-SF	Vermilion	Vincennes Steel Division, Novo Industrial Corporation	Fabrication		
FAI 74	92-12VB-1	Vermilion	O'Neil Brothers Construction Co.	RR parallel WF-beams		2
FAI 74	92-12VF-1	Vermilion	Wendnagel & Company, Inc.	Fabrication		
FAI 80	06-1HB	Bureau	Eric Bolander Construction Co.	Hwy. WF-beam		1
FAI 80	06-1HF	Bureau	Wendnagel & Company, Inc.	Fabrication		
FAI 80	06-1HB-2	Bureau	Ryan, Inc.	Hwy. WF-beam		1
FAI 80	06-2HB-1	Bureau	Ladd Const. Co. & Strunk Bros. Co.	Hwy. WF-beam		
FAI 80	06-2HF-1	Bureau	American Bridge Division, U. S. Steel Corporation	Fabrication		1
FAI 80	06-2SB	Bureau	Ladd Const. Co. & Strunk Bros. Co.	RR plate Girder subway		1
FAI 80	06-2SF	Bureau	Bethlehem Steel Company	Fabrication		
FAI 80	06-3HB	Bureau	Valley Builders, Inc.	Hwy. WF-beam		1
FAI 80	06-4HB	Bureau	Ladd Const. Co. & Strunk Bros. Co.	Hwy. continuous WF-beam		1
FAI 80	06-5HB	Bureau	Ladd Const. Co. & Strunk Bros. Co.	Hwy. WF-beam		1
FAI 80	06-5HB-1	Bureau	Eric Bolander Construction Company	Hwy parallel cont. WF-beams	2	
FAI 80	06-5HF-1	Bureau	Vierling Steel Works	Fabrication		
FAI 80	06-5-VB	Bureau	Eric Bolander Construction Company	RR parallel WF-beams		
FAI 80	06-5-VF	Bureau	American Bridge Division, U. S. Steel Corporation	Fabrication	2	
FAI 80	06-6HB	Bureau	Azzarelli Const. Co. & Burnell G. Watson	Hwy. continuous WF-beam		1
FAI 80	06-6, 6HB-1	Bureau	The Standard Paving Company	Hwy. continuous WF-beam		1

FAI 80	06-6HB-2	Bureau	Azzarelli Const. Co. & Burnell G. Watson	Hwy. continuous WF-beam		1
FAI 80	06-7B	Bureau	Eric Bolander Construction Company	Hwy. continuous WF-beams		2
FAI 80	06-7F	Bureau	Allied Structural Steel Companies	Fabrication		
FAI 80	06-7B-1, 7-VB	Bureau	Eric Bolander Construction Company	RR parallel cont. WF-beams		2
FAI 80	06-7F-1, 7-VF	Bureau	Wendnagel & Company, Inc.	Fabrication		
FAI 80	06-7HB	Bureau	Ladd Const. Co. & Strunk Bros. Co.	Hwy. WF-beam		1
FAI 80	06-7HB-1	Bureau	Ladd Const. Co. & Strunk Bros. Co.	Hwy. WF-beam		1
FAI 80	37-4HB	Henry	L. B. Strandberg & Son Co., Inc.	Hwy. cont. steel WF-beam	1	
FAI 80	37-4HB-1	Henry	L. B. Strandberg & Son Co., Inc.	Hwy. cont. steel WF-beam	1	
FAI 80	37-4HB-2	Henry	Schmidt Construction Company	Hwy. parallel cont. RC slabs	1	
FAI 80	37-5HB	Henry	Ben Harrison & Sons	Hwy. WF-beam	1	
FAI 80	37-5, 5HB-1	Henry	Central Engineering Company	Hwy. continuous WF-beam	1	
FAI 80	37-5HB-2	Henry	Ryan, Inc.	Hwy. WF-beam	1	
FAI 80	37-5HB-3	Henry	Ryan, Inc.	RR. parallel cont. WF-beams	2	
FAI 80	37-5HF-3	Henry	Bennett Industries, Inc.	Fabrication		
FAI 80	37-5HB-4	Henry	Ryan, Inc.	Hwy. WF-beam	1	
FAI 80	37-6HB	Henry	Orr Construction Company	Hwy. cont. steel WF-beam	1	
FAI 80	37-6HB-1	Henry	Ryan, Inc.	Hwy. cont. steel WF-beam	1	
FAI 80	50-2B-1, 2HB-5	LaSalle	Carl E. Soderquist & Sons, Inc. & R. W. Dunteman Company	Hwy. precast prestressed conc. I-beam	1	
FAI 80	50-2HB	LaSalle	Trompeter Construction Company	Hwy. parallel precast prestressed concrete I-beams	2	
FAI 80	50-2VB, 50-2HB-1	LaSalle	Joliet Bridge & Construction Co.	RR parallel precast prestressed concrete I-beams	2	
FAI 80	50-2HB-3, 50-2HB-4	LaSalle	Ladd Construction Company	Hwy. precast prestressed conc. I-beams	2	
FAI 80	50-3HB, 3HB-1, 3HB-2, 3HB-3	LaSalle	Valley Builders, Inc.	Hwy. continuous WF-beams	4	
FAI 80	50-3HF, 3HF-1, 3HF-2, 3HF-3	LaSalle	Bennett Industries, Inc.	Fabrication		
FAI 80	T-1E & 1819-800HB	Cook	Robert R. Anderson Company	Hwy. WF-beam	1	
FAI 80	1414-802HB	Cook	I. C. Harbour Construction Company	Hwy. WF-beam		1
FAI 80	1414-802HF	Cook	Wendnagel & Company, Inc.	Fabrication		
FAI 80	1415-803HB	Cook	Krug Excavating Company	Hwy. continuous WF-beam		1
FAI 80	1415-803HF	Cook	Wendnagel & Company, Inc.	Fabrication		
FAI 80	2425-711BR	Cook	Thomas McQueen Company	Hwy. WF-beam superstructure		1
FAI 90	22-3HB, 22-3HB-1	DuPage	Superior Concrete Construction Co.	Hwy. WF-beam & parallel WF-beams	1	2
FAI 90	22-3HF, 22-3HF-1	DuPage	American Bridge Division, U. S. Steel Corporation	Fabrication		
FAI 94	2020-900SB	Cook	W. E. O'Neil Construction Company	RR deck plate girder & WF-beam	1	
FAI 94	2020-900SF	Cook	Bethlehem Steel Company	Fabrication		
FAI 94	2020-901HB	Cook	Herlihy Mid-Continent Company	Hwy. continuous steel WF-beam	1	
FAI 94	2020-901HF	Cook	Chicago Heights Steel Company	Fabrication		
FAI 94	2020-902SB	Cook	Michael J. McDermott & Company	RR steel girder subway	1	
FAI 94	2020-903HB	Cook	Consolidated Construction Co., Inc.	Hwy. continuous steel WF-beam	1	
FAI 94	2121-906HB	Cook	Consolidated Construction Co., Inc.	Hwy. continuous WF-beam	1	
FAI 94	2222-908HB	Cook	Herlihy Mid-Continent Company	Hwy. continuous steel WF-beam	1	

TABLE 23.—Continued.

GRADE SEPARATIONS.—Continued.

STATE CONTRACTS.—Concluded.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
FAI 94	2222-910SB	Cook	Michael J. McDermott & Co. & Leininger Const. Co.	RR deck plate girder & WF-beam	1	
FAI 94	2222-910SF	Cook	Allied Structural Steel Companies	Fabrication		
FAI 270	60-2HB	Madison	McCann & Company, Inc.	Hwy. parallel WF-beams	2	
FAI 270	60-2HF	Madison	American Bridge Division, U. S. Steel Corporation	Fabrication		
FAI 270	60-2VHB	Madison	S. J. Groves & Sons Company	RR parallel WF-beams		2
FAI 270	60-2VHF	Madison	Vierling Steel Works	Fabrication		
FAI 270	60-3HB-1	Madison	McCann & Company, Inc.	Hwy. steel WF-beams	2	
FAI 270	60-3HF-1	Madison	Vincennes Steel Division, Novo Industrial Corporation	Fabrication		
FAI 270	60-3VB	Madison	Hoeffken Brothers, Inc.	RR parallel WF-beams & welded plate girder	2	
FAI 270	60-3VF	Madison	Vincennes Steel Division, Novo Industrial Corporation	Fabrication		
FAI 270	60-4HB, 4-B, 4B-1	Madison	Calhoun County Contracting Corp.	Hwy. WF-beam		1
FAI 270	60-4HB-1	Madison	McCann & Company, Inc.	Hwy. parallel cont. WF-beams		2
FAI 270	60-4HF-1	Madison	Vincennes Steel Division, Novo Industrial Corporation	Fabrication		
FAI 270	60-4SB	Madison	Calhoun County Contracting Corp.	RR steel girder & timber trestle subway		1
FAS 8	ZK-VB, HB	Lake	Eric Bolander Construction Co.	RR WF-beam,	1	
FAS 8	ZK-VF, HF	Lake	Wendnagel & Company, Inc.	Hwy. WF-beam	1	
				Fabrication		
FAS 1135, FA 7	(C & J) R-1, 163-HB-MFT	DuPage	Kenny Construction Company of Illinois	Hwy. precast prestressed conc. I-beam	1	
FAS 1305	79R-VB	Kankakee	Powers-Thompson Construction Co.	RR WF-beam		1
FAS 1305	79R-VF	Kankakee	Wendnagel & Company, Inc.	Fabrication		
FAS 1455	30-1G	Fulton	Hollembeak Construction Company	RR steel I-beam	1	
Senate Bill 749	3, 3-VB, 3VB-1	Whiteside	H. H. Mass Construction Company	RR continuous WF-beams		2
Senate Bill 749	3-VF, 3VF-1	Whiteside	American Bridge Division, U. S. Steel Corporation	Fabrication		
SA 7	0409	Cook	State Day Labor	Hwy. separation repairs		1
SA 11	(Z-1VB, Z-1VC)BY	Peoria	H. H. Mass Construction Company	RR truss & I-beam widening	1	
SA 19	54VE-NRM-I	St. Clair	State Day Labor	RR viaduct repairs		1
SA 180A	0101.1	Cook	State Day Labor	RR separation repairs		1
Dist. 2	Bridge Repair 1962-1	Rock Island-Winnebago	State Day Labor	RR separation repairs	1	

Dist. 5	Bridge Repair 1962-1	Macon	State Day Labor	RR viaduct repairs	1	
Dist. 10	Bridge Sidewalk, Handrail & Pier Caps 1962-1	Cook	Brighton Construction Company	RR separation repairs	1	
Dist. 10	Bridge Sidewalk & Handrail Repairs 1962-3	Cook	Brighton Construction Company	RR separation repairs		2
			Total State contracts for	Highway grade separations	88	85
				Highway grade separation repairs	4	2
				Railroad grade separations	41	33
				Railroad grade separation widening	2	0
				Railroad grade separation repairs	10	5
			CITY OF CHICAGO CONTRACTS.			
FAI 94	S-2323.2-1B	Cook	Herlihy Mid-Continent Company	Hwy. continuous steel WF-beam	1	
FAI 94	S-2323.2-2B	Cook	J. M. Corbett Company	Hwy. continuous steel WF-beam	1	
FAI 94	S-2323.2-4B	Cook	Consolidated Construction Company	Hwy. continuous steel WF-beam	1	
FAI 94	S-2424.2-1B	Cook	Herlihy Mid-Continent Company	Hwy. continuous steel WF-beam	1	
FAI 94	S-2424.3-1H	Cook	W. E. O'Neil Construction Company	Hwy. elevated substructure	1	
FAI 94	S-2424.3-1HF	Cook	American Bridge Division, U. S. Steel Corporation	Fabrication & erection		
FAI 94	S-2424.3-2H	Cook	W. E. O'Neil Construction Company	Hwy. elevated substructure	1	
FAI 94	S-2424.3-2HF	Cook	Bethlehem Steel Company	Fabrication & erection		
FAI 94	S-2424.3-3H	Cook	W. E. O'Neil Construction Company	Hwy. elevated substructure	1	
FAI 94	S-2424.3-3HF	Cook	The Ingalls Iron Works Company	Fabrication & erection		
FAI 94	S-2424.3-4H	Cook	William E. Schweitzer & Company	Hwy. steel stringer elevated structure	1	
FAI 94	S-2424.3-4HF	Cook	American Bridge Division, U. S. Steel Corporation	Fabrication		
FAI 94	S-2525.3-1H	Cook	Thomas McQueen Company	Hwy. steel stringer & RC girder elevated structure	1	
FAI 94	S-2525.3-2H	Cook	Arcole Midwest Corporation	Hwy. welded steel girders & stringers elevated structure	1	
FAI 94	S-2525.3-3H	Cook	Arcole Midwest Corporation	Hwy. elevated substructure	1	
FAI 94	S-2525.3-3HF	Cook	Allied Structural Steel Companies & Midland Structural Steel Corp.	Fabrication & erection		
FAI 94	S-2525.3-4H	Cook	Thomas McQueen Company	Hwy. steel stringer elevated substructure	1	
FAI 94	S-2525.3-4HF	Cook	American Bridge Division, U. S. Steel Corporation	Fabrication & erection		
			Total City of Chicago contracts for Highway grade separations		12	0

TABLE 23.—Continued.
GRADE SEPARATIONS.—Concluded.
COOK COUNTY CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1962	Number Uncompleted
FAI 57	068-2223-CF	Cook	Krug Excavating Company	Hwy. cont. wide flange & RC deck		1
FAI 57	068-2323.8-CF	Cook	Herlihy Mid-Continent Company	RR prestressed conc. box girder		1
FAI 57	068-2323.9-CF	Cook	W. J. Sheppard Company	Hwy. cont. wide flange & RC deck		1
FAI 90	066-1314-CF, 066-1414.7-CF	Cook	E. J. Albrecht Company	RR steel deck plate girder,	1	
				Hwy. precast prestressed concrete box girder	1	
FAI 90	066-1414.7F-CF	Cook	The Mount Vernon Bridge Company	Fabrication		
FAI 90	066-1414.3-CF	Cook	Herlihy Mid-Continent Company	Hwy. precast prestressed concrete box beam	1	
FAI 90	066-1415.2-CF	Cook	Herlihy Mid-Continent Company	Hwy. precast prestressed concrete box beam	1	
FAI 90	066-1515.2-CF	Cook	Herlihy Mid-Continent Company	Hwy. precast prestressed concrete box beam	1	
FAI 94	066-1919.8-CF	Cook	J. M. Corbett Company	RR continuous deck plate girder	1	
FAI 94	066-1919.13-CF	Cook	Kenny Const. Company of Illinois	Hwy. steel deck girder	1	
				Total Cook County contracts for: Highway grade separations	5	2
				Total Cook County contracts for: Railroad grade separations	2	1
				Grand total—Highway grade separations	105	87
				Grand total—Highway grade separation repairs	4	2
				Grand total—Railroad grade separations	43	34
				Grand total—Railroad grade separation widening	2	0
				Grand total—Railroad grade separation repairs	10	5

BRIDGE PAINTING.
STATE CONTRACTS.

Route or District	Section	County	Contractor	Number Completed 1962	Number Uncompleted
FAS 256	1-P	LaSalle	Roseland Painting & Decorating Company, Inc.	1	
Dist. 1, 2 & 3	Painting 1962-1	Various	G. B. Charnas Company	11	
Dist. 4	Painting 1962-1	Fulton-Mason-Knox-Peoria	G. B. Charnas Company	6	

Dist. 5	Painting 1962-1	Champaign-Clark-Coles-Cumberland-Macon-Piatt-Vermilion	C & G Painting Corporation	19	
Dist. 6	Painting 1962-1	Adams-Pike-Scott	G. B. Charnas Company	7	
Dist. 7	Painting 1962-1	Montgomery-Fayette-Jasper	Busch & Latta Painting Company	4	
Dist. 9	Painting 1962-1	Alexander	Hartman-Walsh Painting Company	1	
Dist. 9	Painting 1962-2	Gallatin-Hardin-Pope-Jackson-Williamson	G. B. Charnas Company	10	
Dist. 10	Painting 1959-1	Cook	C & G Painting Corporation	3	
Dist. 10	Painting 1961-1	Cook	Roseland Painting & Decorating Company, Inc.	23	
Dist. 10	Painting 1961-2	Cook	Roseland Painting & Decorating Company, Inc.	2	
			Total bridges painted	87	0

MISCELLANEOUS.
STATE CONTRACTS.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1962	Per Cent Uncompleted
SBI 1	3Z-TS	White	Kenneth L. Sullivan	Modification of traffic control system		100
SBI 1	10-T	Will	J-P Construction Company	Storm sewers	100	
SBI 1, 13	(32 & 9)T	Saline	State Day Labor	Pipe culverts & channel excavation	60	0
SBI 1	(34, 35, 36)Y	Johnson	Mitchell Contracting Company	Shoulder & ditch widening	90	10
SBI 1	48X-2RS	Vermilion	Danville Construction Company	Colorphalt surfacing	100	
SBI 2	27-I	Marion	State Day Labor	Box culverts & ditch excavation	100	
SBI 3	(48, 49, 62)LS	Greene	Phillips Brothers Landscaping	Landscaping	100	
SBI 4	430-Y-W	Cook	State Wrecking Company, Inc.	Building removal	100	
SBI 4A	4AY-NRM-2-W	Cook	State Wrecking Company, Inc.	Building removal		100
SBI 5	7Y-RS-1-I	Cook	State Day Labor	Drainage improvement	100	
SBI 5	3264-GP-Z-T	Cook	Peter J. Crowley Company	Storm sewers	100	
SBI 6	CY-RS-T	DuPage	State Day Labor	Storm sewers	100	
SBI 7	(30X-1, 30X-2)RS-2	LaSalle	J. P. Wetherby Construction Corp.	Colorphalt surfacing	100	
SBI 8	11-I	Peoria	State Day Labor	Incidental construction	90	10
SBI 8	(15, 16, 17, 17 Ext.) Q-2	Peoria-Fulton	State Day Labor	Resealing of bituminous shoulders	100	
SBI 8	30-I	Woodford-McLean	Johnston Roadbuilders, Inc.	Resurfacing parking lanes & street returns	95	5
SBI 9	5-I	Woodford	State Day Labor	Stone shoulders & curb and gutter		100
SBI 11	(16-Z)I	Effingham	State Day Labor	Correct deficient drainage	100	
SBI 11	33-Q	Bond	State Day Labor	Seal coat	100	
SBI 12	2-I	Lawrence	State Day Labor	Intersection reconstruction	100	
SBI 12	16-NRM-ZRS	Marion	Arrow Road Construction Company	Colorphalt surfacing	100	
SBI 12	33V-I	St. Clair	Keeley Brothers Contracting Co.	Intersection improvement	100	
SBI 14	11-I-1	White	State Day Labor	Drainage	100	
SBI 18	9	Cook	Orfei Construction Company	Watermain & storm sewers	97	3
SBI 18	9-L	Cook	A. A. Electric Company	Highway lighting system		100

TABLE 23.—Continued.
MISCELLANEOUS.—Continued.
STATE CONTRACTS.—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1962	Per Cent Uncompleted
SBI 18	9-TS	Cook	A. A. Electric Company	Traffic signals		100
SBI 20	G-B	Lake	Glaze Construction Company	RC box culvert	100	
SBI 20	(G & 16)I	Lake	State Day Labor	Shoulder treatment		100
SBI 21	3-T	Lake	State Day Labor	Pipe culvert	100	
SBI 21	3R-T	Lake	State Day Labor	Repairs to box culvert	100	
SBI 23	43-CS-RS-1	LaSalle	State Day Labor	Bridge floor resurfacing	100	
SBI 27	3-1-I	Carroll	State Day Labor	Intersection improvement	100	
SBI 28	8Q-1	Bureau	State Day Labor	Bituminous patching & seal coat	100	
SBI 31	2RS-I	Adams	State Day Labor	Bridge rail reconstruction	100	
SBI 31	22(W & RS)	Fulton	Clark Brothers, Inc.	Intersection improvement		100
SBI 34	7-B-1	Pope	State Day Labor	Bridge salvage	100	
SBI 46	B-463-Y-T	Cook	Advance Construction Company, Inc.	Storm sewers	100	
SBI 47	104	McHenry	State Day Labor	Handrail repairs		100
SBI 47	107-B-I	Kane	State Day Labor	Box culvert repairs	100	
SBI 47	108S-I	Kendall	E. M. Melahn Construction Co.	RR underpass reconstruction	100	
SBI 50, 57	1961-11R	Cook	Chatham Paving Company	RR underpass reconstruction	100	
SBI 53	531-1-W	Cook	C. S. Ehinger	Building removal	5	95
SBI 53	534-I	DuPage-Will	Collin D. Gray	Ditch reconstruction	100	
SBI 53	535B-6	Will	Emil P. Hendricks Co., Inc.	New steel bridge floor	100	
SBI 53	535B-7	Will	Industrial Construction Co.	Repairs to bridge operating machinery	5	95
SBI 54	541-S-1-TS	Cook	Wood Electrical Construction, Inc.	Modifying exist. traffic control systems		100
SBI 54	543-AC	DuPage	R. W. Dunteman Company	Frontage road		100
SBI 54	545X-R	DuPage	Thomas M. Madden Company	Ramp reconstruction	100	
SBI 54, 57	1961-10R	Cook	Chatham Paving Company	RR underpass reconstruction	100	
SBI 55	1962-14RS	Cook	The Standard Paving Company	Colorphalt surfacing		100
SBI 57	571-S-3-I	Cook	Keno & Sons Const. Company	Pumping station repairs	100	
SBI 60	B-119-W	Cook	Bongi Cartage Consolidated, Inc.	Building removal	15	85
SBI 62	1962-18RS	Cook	Rock Road Construction Co.	Colorphalt surfacing	100	
SBI 62, SA 013	116-Y-2-I, 3025-15D-Z-I	Cook	Contracting & Material Company	Intersection improvement	100	
SBI 62, SA 013	116-Y-2-I-TS, 3025-15D-Z-I-TS	Cook	Knott & Mielly, Inc.	Traffic signals	70	0
SBI 65	652-VB-R	Kendall	E. H. Swenson & Son	Reconstruction of RR separation deck	100	
SBI 68	125-I	Lake	Eric Bolander Construction Co.	Median reconstruction	100	
SBI 78	140B-I	Mason-Fulton	D. J. Mahoney Company	Bridge deck sealant	55	45
SBI 78	141-I	Mason	State Day Labor	Shoulder stone	100	
SBI 80	112Y-TS	Rock Island	Baer Electric Co., Inc.	Traffic signals	100	

SBI 80	115-TS	Rock Island	Baer Electric Co., Inc.	Traffic signals	100	
SBI 91, 30, Alt. 30	(R, 2, C, 1X)Q	Peoria	State Day Labor	Bit. cold patch & seal coat	100	
SBI 105	(107, 108)I	Pike	State Day Labor	Fill slopes, culvert extn. & misc.		100
SBI 119	113S-I	Champaign	State Day Labor	Guard rail		100
SBI 121	103-HL	Peoria-Tazewell	J. C. Schaefer Electric, Inc.	Highway lighting	5	95
SBI 121	147-L	Douglas-Edgar	Edwards Construction Co.	Highway lighting	100	
SBI 121	149-L	Edgar	Edwards Construction Co.	Highway lighting	100	
SBI 126	110X-5	Sangamon	State Day Labor	Reconstruct experimental joint	100	
SBI 130	(121, 122 & 123)I	Jasper-Richland	State Day Labor	Clean & straighten ditches	100	
SBI 142	106-I	Marion	Jefferson Asphalt Company	Parking lanes	100	
SBI 146, 150	(101, 133)HL	Alexander	Kenneth L. Sullivan	Highway lighting system	100	
SBI 147	120-Y	Pulaski	Triangle Construction Co.	Shoulder & ditch grading	100	
SBI 150	112-I	St. Clair	Gorman & Sons, Inc.	RC box culvert	100	
SBI 176	145-T	Lake	State Day Labor	Storm sewers	100	
FA 2	1(DM)-2	Winnebago	Rockford Blacktop Const. Co.	Building removal	100	
FA 2	1(DM)-3	Winnebago	Rockford Blacktop Const. Co.	Building removal	100	
FA 2	26-2-TS	Marion	Champaign Asphalt Company	Traffic signals	100	
FA 4	202-I	Madison	General Contracting Company	Left turn lane & crossovers	100	
FA 5	2-TS-1	McLean	Dean Berenz Asphalt Co., Inc.	Modification of exist. traffic system	90	10
FA 5	8R-2, 9R-2, 10R-2	Livingston	State Day Labor	Crushed stone shoulders	100	
FA 5	(9R, 9R-2)TS	Livingston	Aldridge Electric, Inc.	Traffic signals		100
FA 5, SBI 126	110X-5-TS, 23X-2TS	Sangamon-Logan	Champaign Asphalt Company	Rehabilitation of traffic signals		100
FA 5	1962-1-TS	Livingston-McLean	Frank Hubbard Electric Co.	Modification of traffic systems		100
FA 12	(BX-1-IS-1, DX-TS, FX-TS-1)-I	Clark-Cumberland	Frank Hubbard Electric Co.	Traffic signals		100
FA 12	Q-1-I-1	Bond	Clark Brothers, Inc.	Skid & rumble resurfacing		100
FA 12	(0-2)I	Fayette	State Day Labor	PCC patching	100	
FA 13	6-2B-1, 2, 3	Richland	C. J. Moritz, Inc.	RC box culverts	100	
FA 13, 160, SBI 128	7Q-1, 2-2Q-1, 107Q-2, 101-Q	Clay-Lawrence-Shelby	State Day Labor	Bit. seal coat with sand asphalt mix.	100	
FA 13	51-23HL	Lawrence	Frank Hubbard Electric Co.	Highway lighting system	40	60
FA 14	26-1K	St. Clair	Hoeffken Brothers, Inc.	Ramp paving	100	
FA 16	(15-2)I	Jefferson	State Day Labor	CMP pipe culvert	100	
FA 18	11X-3(R) & 11X-3(W, RS)I	Kankakee	State Day Labor	Tree removal	100	
FA 23, FAS 301	(G & G-2)T, (28X-2)T	Will	D'Andrea Construction Company	Storm sewers	75	0
FA 31	(117-4, RS)	Peoria	McDougal-Hartmann Co. & Seneca Petroleum Co., Inc.	Widening & colorphalt surfacing		100
FA 38	14-I	Macoupin	State Day Labor	Culvert replacement	100	
FA 49	139-TS	Macon	Aldridge Electric, Inc.	Traffic signals	100	
FA 73	(106X)I	Tazewell	Seneca Petroleum Co., Inc.	Stabilized shoulders		100
FA 77	87B-I	Will	Industrial Construction Co.	Bridge removal	100	

TABLE 23.—Continued.

MISCELLANEOUS.—Continued.

STATE CONTRACTS.—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1962	Per Cent Uncompleted
FA 98, SBI 4	430Y-I	Cook	State Day Labor	Right turn lane widening	100	
FA 99	0303	Cook	Rock Road Construction Co.	Ramp relocation	100	
FA 99	0909	Cook	Brennan-McNichols Const. Co.	Highway lighting	100	
FA 122	2425.1-HB-HF	Cook	State Day Labor	Removal of hwy. separation superstructure	100	
FA 128	1(W, RS)-1	Clinton	Arrow Road Construction Co.	Colorphalt surfacing		100
FA 132	1-LS	Madison	Nollau Nurseries, Inc.	Landscaping	85	15
FA 142	1-I	Mason	State Day Labor	Shoulder stone		100
FA 169	(17, 28)TS & 15TS-1	Sangamon	Champaign Asphalt Company	Traffic signals	50	50
FA 178	1-Z-L	LaSalle	Frank Hubbard Electric Co.	Highway lighting	100	
FAI 55	(22-1, 22-2 & 207-0101)I	DuPage-Cook	Black Top Roads Company	Shoulder surfacing	100	
FAI 55	(22-1 & 2)LS, (207-0101)LS	DuPage-Cook	Leesley Nurseries, Inc.	Landscaping	20	80
FAI 55	57-4	McLean	J. P. Wetherby Construction Corporation	Ramp paving		100
FAI 55	57-4(I)	McLean	Culberson Const. Co., Inc.	Water main tunnels		100
FAI 55	(84-2, 84-3)I	Sangamon	State Day Labor	Filling excavations	20	10
FAI 55	(99-1)LS	Will	Leesley Nurseries, Inc.	Landscaping	20	80
FAI 55	(99-2)LS	Will	Pine & Company	Landscaping	100	
FAI 55	(99-2)LS-1	Will	Midwest Landscape Company	Landscaping	20	80
FAI 55	99(1 & 2)AC-RS, 22(1 & 2)AC-RS, 207-0101AC-RS, (99-1)I-1	Will-DuPage-Cook	The Crown Rock Asphalt Co.	A-3 on frontage roads	100	
FAI 55	(99-1 & 2)AC & (22-2)AC	Will-DuPage	Midwest Fence Corporation	Cable road guard	100	
FAI 55	207-0101T	Cook	Best Built Co. of Illinois	Drainage	100	
FAI 57	10-32-1	Champaign	General Paving Co., Inc.	Paved approaches	100	
FAI 57	(25-6, 25-7)I	Effingham	Chaney Fence Corporation	Fencing	100	
FAI 57	(91-2)SG-1, (91-(3-1, 3, 4-1, 4) 77-1)SG	Union-Pulaski	Chain-Link Fence Corporation	Traffic signs	9	0
FAI 57	91-2LS	Union	Pine & Company	Landscaping	2	98
FAI 57	X1(4, 4-1, 5, 6-3)SG; X1(6-2, 7-1)SG-1	Williamson	National Advertising Company	Traffic signs & delineators	20	80
FAI 57	X1(6, 6-1, 6S, 7)LS	Williamson	Federal Landscaping Company	Landscaping	13	87
FAI 57	(X1-6-2, X1-6-3)LS	Williamson	Federal Landscaping Company	Landscaping	13	87
FAI 57	(X1-7-1, X1-8)LS	Williamson	Federal Landscaping Company	Landscaping	7	93
FAI 57	28-5-TS	Franklin	Kenneth L. Sullivan	Traffic signals		100
FAI 70	(25-1, 25-2)LS	Effingham	Pine & Company	Landscaping		100
FAI 70	25(1, 2, 3, 4, 4-1, 5)I-1	Effingham	Chaney Fence Corporation	Fencing	100	
FAI 70	(25-1, 2, 3, 4, 4-1, 5 & 18-1)SG	Effingham-Cumberland	Fosco Fabricators, Inc.	Traffic signs & delineators	7	0
FAI 70	25-1B	Effingham	Culberson Const. Co., Inc.	Triple RC box culvert	100	
FAI 70	(25-3, 25-4)LS	Effingham	The Davey Tree Expert Company	Landscaping	20	0
FAI 70	(25-4-1, 25-5)LS	Effingham	Federal Landscaping Company	Landscaping	100	

FAI 70	(26-3, 26-4)I	Fayette	Wunder Company, Inc.	Woven wire fence		100
FAI 70	(26-5, 26-5-1, 25-1-1)I	Fayette-Effingham	Midwest Fence Corporation	Woven wire fence	100	
FAI 70, FA 132	60-6KL, 6-23L	St. Clair-Madison	R. Dron Electrical Co., Inc.	Hwy. lighting system	100	
FAI 70	60-6VB-I	Madison	State Day Labor	RR separation adjustments	100	
FAI 70	60(7, 8, 9)I	Madison	Bituminous Fuel & Oil Company	Shoulder surfacing	90	10
FAI 70	(60-7, 8, 9)LS	Madison	Pine & Company	Landscaping	30	70
FAI 70	(82-1, 82-2)HL	St. Clair	Edwards Construction Company	Hwy. lighting system	15	85
FAI 70	(82-1, 82-2)SG	St. Clair	National Advertising Company	Traffic signs		100
FAI 70	(82-5, 6 & 60-6, 7)SG	St. Clair-Madison	National Advertising Company	Traffic signs & delineators	100	
FAI 70	82-5HL, 581-HL	St. Clair	Rite Electric Company	Highway lighting		100
FAI 74	72-8HL	Peoria	J. C. Schaefer Electric, Inc.	Highway lighting		100
FAI 74	72-8I	Peoria	McDougal-Hartmann Company	Sanitary sewer	81	29
FAI 74	72-9(T & I), 90-(11, 14-1)I	Peoria-Tazewell	McDougal-Hartmann Company	Storm sewers & shoulder surfacing	100	
FAI 74	72-9-I-1	Peoria	Flynn Fence & Supply Company	Chain link fence	100	
FAI 74	72-9, 10SG; 90-10, 11, 13, 14-1, 14, 15-1, 15-SG; 12-SG	Peoria-Tazewell	National Advertising Company	Traffic signs	77	23
FAI 74	72-9LS, 90-11LS	Peoria-Tazewell	National Landscaping Co., Inc.	Landscaping	37	22
FAI 74	90-11-I-2, 90(14-1)I-1, 90(13, 14, 15-1)I	Tazewell	Cyclone Fence Division, U. S. Steel Corporation	Fencing	55	45
FAI 74	90-14HL	Tazewell	J. C. Schaefer Electric, Inc.	Highway lighting	2	0
FAI 74	90-14I-1	Tazewell	McDougal-Hartmann Co. & Seneca Petroleum Co., Inc.	Colorphalt surfacing	60	40
FAI 74	90-15I	Tazewell	Steffan Brothers, Inc.	Stabilized shoulders		100
FAI 74	(92-9; 92-10)LS	Vermilion	Otto Damgaard	Landscaping		100
FAI 74	92-12B-2	Vermilion	Ben Harrison & Sons	Multiple box culvert		100
FAI 74	(10, 92-8, 92-9, 92-10)I	Champaign-Vermilion	Elton A. Wagner Company	Shoulder surfacing	100	
FAI 74	(10-6, 10-7, 10, 92-8)LS	Champaign-Vermilion	Otto Damgaard	Landscaping		100
FAI 74	(10-14, 10-6, 10-7)I	Champaign	Illiana Construction Co., Inc.	Shoulder surfacing	100	
FAI 74	10-14LS	Champaign	Twin City Landscape Service, Inc.	Landscaping	25	75
FAI 74	Building Demolition 1961-1	Peoria-Tazewell	Roy G. Frietsch	Building removal	1	0
FAI 74	Building Demolition 1961-2	Peoria-Tazewell	Roy G. Frietsch	Building removal	29	0
FAI 74, FA 10	Building Demolition 1962-2	Peoria-Tazewell	Roy G. Frietsch	Building removal	100	
FAI 80	(06 & 50)-8LS	Bureau-LaSalle	Midwest Landscape Co. & J. P. Wetherby Const. Corp.	Landscaping		100
FAI 80	(06 & 50)-8, 50-2, 3, 4-1 SG	Bureau-LaSalle	National Advertising Company	Traffic signs & delineators	20	80
FAI 80	32(2-HBK, 2, 3)LS	Grundy	Midwest Landscape Company	Landscaping	100	
FAI 80	(32, 47)-4LS	Grundy-Kendall	Midwest Landscape Company	Landscaping	100	
FAI 80	(50-4, 5, 6; 32-1)LS	LaSalle-Grundy	Siems Nursery, Inc.	Landscaping	15	85
FAI 80	(99-1)LS	Will	Federal Landscaping Company	Landscaping	100	
FAI 80, FA 8, 61	(99-3, I-D-2, 10)DM	Will	C. S. Ehinger	Building removal	70	30
FAI 80	2526-709-I	Cook	Wickwire Spencer Steel Division, Colorado Fuel & Iron Corp.	Chain link fence	100	
FAI 90, FA 188	(X2-1)LS, 6-LS	Winnebago	Federal Landscaping Company	Landscaping	70	30
FAI 90	0312-708W	Cook	J. M. Corbett Company	Paved shoulders		100
FAI 90	0912-704LS	Cook	Chribern Builders, Inc.	Landscaping	50	50
FAI 90	0912-707.1	Cook	W. J. Sheppard & Company	PCC on frontage road & shoulder surf.		100

TABLE 23.—Continued.

MISCELLANEOUS.—Continued.

STATE CONTRACTS.—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1962	Per Cent Uncompleted
FAI 90	(22-3, 100, 100-1, 100-0203)SG	Cook-DuPage	General Outdoor Advertising Co.	Traffic signs & delineators	100	----------
FAI 90	(100-0203)I	Cook-DuPage	The American Asphalt Paving Co.	Shoulder surfacing	85	0
FAI 90	(100-0203)LS	Cook-DuPage	Siems Nursery, Inc.	Landscaping	100	----------
FAI 90	(100, 100-1)I	DuPage	Wickwire Spencer Steel Division, Colorado Fuel & Iron Corp.	Chain link fence	100	----------
FAI 90, FA 6, SBI 54, FAS 1135	(100, 100-1)L, (22-3)L, (541-II)L, (4Y)L, (V)L	Cook-DuPage	Wood Electrical Construction, Inc.	Highway lighting system	50	50
FAI 90	2727-110PB	Cook	Herlihy Mid-Continent Co.	Pedestrian bridge	100	----------
FAI 90	3133-237LS	Cook	The Davey Tree Expert Co.	Landscaping	25	0
FAI 90	3333-247.1	Cook	W. J. Sheppard & Company	I-11 on access road	100	----------
FAI 90	3836-111-I, 3534-112-I	Cook	The American Asphalt Paving Co.	Median & shoulder surfacing	100	----------
FAI 94	0303-I & 0909-I	Cook	Cyclone Fence Div., U. S. Steel Corporation	Chain link fence	100	----------
FAI 94	0303-481LS	Cook	Midwest Landscape Associates	Landscaping & water service line	60	0
FAI 94	0707.1B, VB-I	Cook	Emil P. Hendriks Co., Inc.	Reconstruction of handrail	100	----------
FAI 94	1005-460LS, Pt. 2	Cook	National Landscaping Company	Landscaping	10	30
FAI 94	1213.1T	Cook	Thomas M. Madden Company	Deficient drainage correction	100	----------
FAI 94	2022-931LS	Cook	Shur-Deth Exterminating Co.	Landscaping	----------	100
FAI 94	2022-932T, 933T	Cook	Michael Pontarelli, Inc. & John C. Tully Company	Main drain & storm sewer	40	0
FAI 280, 74, 80	81-2SG & I(81-2, 3; 37-1, 2; 37-2, 2-1, 3 & 4)SG	Rock Island-Henry	National Advertising Company	Traffic signs, delineators & chain link fence	5	95
FAS 116	110-1415.2	Cook	Kenny Const. Co. of Illinois	Storm sewer & pump station	25	75
FAS 256	Pivot Pier—Utica Bridge (I-B)	LaSalle	Valley Builders, Inc.	Removal of fender pier protection	100	----------
FAS 391	49-I	Peoria	Becker Brothers, Inc.	Intersection improvement	100	----------
FAS 520	277-T	Champaign	State Day Labor	Storm sewer system	100	----------
FAS 545	1-DB-1	DeWitt	J. E. McElroy	Triple box culvert	100	----------
FAS 651	26B-1	Fayette-Shelby	Culberson Const. Co., Inc.	Bridge approach spans & box culvert	100	----------
SA 046	1111.1	Cook	State Day Labor	Pedestrian overpass repairs	100	----------
SA 055	1962-3R	Cook	Contracting & Material Co.	RR underpass reconstruction	----------	100
SA 055	1962-4R	Cook	J-P Construction Company	RR underpass reconstruction	----------	100
SA 055	1962-5R	Cook	J-P Construction Company	RR underpass reconstruction	100	----------
SA 9	31-B	Cook	State Day Labor	Reconstruct bridge handrail	100	----------

SA 166, 055, SBI 55	1961-12R	Cook	J-P Construction Company	RR underpass reconstruction	100	----------
SA 217	217-0101-15D-Z-SW	Cook	State Day Labor	Sidewalk construction	100	----------
CH 7	42-I	Lake	State Day Labor	RR crossing repairs	100	----------
Senate Bill 275	1	Henry	McNeill Asphalt Company	Shaping & oil surfacing	----------	100
Senate Bill 878	12	Cook	Leininger Construction Co.	Maintenance yard resurfacing	100	----------
Senate Bill 878	12	Effingham	C. J. Moritz, Inc.	Parking area surfacing	100	----------
Senate Bill 878	12	Jackson	Coles Asphalt Company	Driveway resurfacing	100	----------
Senate Bill 878	12	LaSalle	J. P. Wetherby Const. Corp.	Parking area resurfacing	100	----------
Senate Bill 878	12-1	Sangamon	State Day Labor	Additional parking facilities	75	25
Senate Bill 878	12-LS	Cook	A. A. Cinder Company	Landscaping	----------	100
House Bill 886	Deer Plain Ferry (Brussels)	Calhoun-Jersey	State Day Labor	New landing ramps	100	----------
House Bill 1757	8	Sangamon	P. H. Broughton & Sons, Inc.	Parking area surfacing	----------	100
Dist. 1	Headwall Removal 1961-1	Various	State Day Labor	Headwall removal	80	0
Dist. 1	Road Guard 1962-1	McHenry-Kane-Kendall	State Day Labor	Steel plate beam & cable road guard	100	----------
Dist. 1	Traffic Signals 1961-1	Kane-DuPage-Will	Aldridge Electric, Inc.	Traffic signals	10	0
Dist. 1	Traffic Signals 1962-1	McHenry-Lake-DuPage	Aldridge Electric, Inc.	Traffic signals	100	----------
Dist. 1	Mowing Maintenance 1962-1	Lake	Central Landscaping, Inc.	Mowing	100	----------
Dist. 1	Mowing Maintenance 1962-2	DuPage-Will-Cook-Kane	William H. Bleck, Jr.	Mowing	100	----------
Dist. 1	Mowing Maintenance 1962-3	Will-DuPage-Kendall-Cook	William H. Bleck, Jr.	Mowing	100	----------
Dist. 1	Mowing Maintenance 1962-4	Will-Kendall	Plainfield Bridge & Construction	Mowing	100	----------
Dist. 1	Mowing Maintenance 1962-5	Will	William H. Bleck, Jr.	Mowing	100	----------
Dist. 2	Tree Removal 1961-1	Rock Island-Henry-Bureau	State Day Labor	Diseased tree removal	60	0
Dist. 2	Tree Removal 1961-2	Winnebago-Whiteside	State Day Labor	Diseased tree removal	90	0
Dist. 2	Concrete Headwall Removal 1962-1	Various	State Day Labor	Removal of conc. culvert headwalls	60	40
Dist. 2	Concrete Patching 1962-1	Ogle-Lee	Gund-Graham Company	PCC patching	100	----------
Dist. 2	Concrete Patching 1962-2	Carroll	Gund-Graham Company	PCC patching	100	----------
Dist. 2	Concrete Patching 1962-3	Carroll-Whiteside	Freeport Blacktop Const. Co. & Gund-Graham Company	PCC patching	100	----------
Dist. 2	Concrete Patching 1962-4	JoDaviess	Rein, Schultz & Dahl, Inc.	PCC patching	100	----------
Dist. 2	PCC Patching 1962-5	Henry	State Day Labor	PCC patching	100	----------
Dist. 2	Guard Rail Replacement 1962-1	Stephenson-Lee-Ogle	State Day Labor	Guard rail replacement	100	----------
Dist. 2	Joint Cutting 1962-1	Rock Island-Henry	State Day Labor	Cut & fill joints	----------	100
Dist. 2	Bit. Seal Coat 1962-1, 2, 3, 4	Henry-Winnebago-Whiteside	State Day Labor	Seal coat	30	70
Dist. 3	Expansion Joints 1961-1	Iroquois-Kankakee-LaSalle-Grundy-Livingston	State Day Labor	Cut expansion joints	70	0
Dist. 3	Joint Cutting 1962-1	Various	State Day Labor	Joint cutting	----------	100
Dist. 3	Bituminous Undersealing 1962-1	Various	State Day Labor	Undersealing	100	----------

TABLE 23.—Continued.
MISCELLANEOUS.—Continued.
STATE CONTRACTS.—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1962	Per Cent Uncompleted
Dist. 3	Crushed Stone Shoulders 1962-1	McLean	State Day Labor	Crushed stone shoulders	100	
Dist. 3	Guard Fence Replacement 1962-1	Various	State Day Labor	Installation of steel plate guard rail	60	40
Dist. 3	Headwall Removal 1962-1	Various	State Day Labor	Removal of headwalls		100
Dist. 3	Bituminous Seal Coat 1962-1	McLean-Kankakee-Grundy-Livingston	State Day Labor	Seal coat	65	35
Dist. 3	PCC Patching 1962-1	LaSalle	State Day Labor	PCC patching	50	50
Dist. 4	Headwall Removal 1962-1	Various	State Day Labor	Removal of concrete headwalls	67	33
Dist. 4	Tree Removal 1962-1	Various	Central Landscaping, Inc.	Dead tree removal	70	30
Dist. 4	Tree Removal 1962-2	Various	John Kubinski & Sons, Inc.	Removal of diseased & dead trees	3	97
Dist. 4	Tree Removal 1962-3	Various	Edwards Construction Company	Removal of diseased & dead trees		100
Dist. 4	Weed Control Spraying 1962-1	Various	Townsend Tree Service Co., Inc.	Roadside spraying	100	
Dist. 4	Weed Control Spraying 1962-2	Various	Townsend Tree Service Co., Inc.	Roadside spraying	100	
Dist. 4	Maintenance Yard Surfacing 1962-1	Tazewell	Seneca Petroleum Co., Inc.	Maintenance yard resurfacing	100	
Dist. 4	Cinder Hauling 1962-1	Various	Chillicothe Cartage	Cinder hauling	100	
Dist. 4	Guard Rail Reconstruction 1962-1	Peoria-Woodford-Fulton-Schuyler	State Day Labor	Removal & replacement of guard rails	100	
Dist. 4	Building Demolition 1962-1	Peoria-Tazewell	Roy Frietsch	Building removal	100	
Dist. 4	Patching 1962-1	Mercer-Warren	State Day Labor	PCC patching	100	
Dist. 5	Weed Control Spraying 1962-1	Various	The Chemi-Trol Chemical Co.	Roadside spraying	100	
Dist. 5	Culvert Wingwall 1962-1	Cumberland	State Day Labor	Repairs to culvert wingwall	100	
Dist. 5	Guard Rail Reconstruction 1962-1	Various	State Day Labor	Removal & replacement of guard rail	100	
Dist. 5	Bit. Seal Coat 1962-1	Champaign-Clark-Cumberland-Vermilion	State Day Labor	Seal coat	100	
Dist. 5	Bituminous Undersealing 1962-1	Edgar-Shelby	State Day Labor	Undersealing	100	
Dist. 5	Wide Joint Construction 1962-1	Coles-Champaign-Macon-Piatt-Vermilion	State Day Labor	Cutting & filling 4" expansion joints		100
Dist. 5	Headquarters Landscaping 1962-1	Edgar	Federal Landscaping Company	Landscaping	100	
Dist. 5	Concrete Headwall Removal 1962-1	Champaign-Douglas-Edgar-Macon-McLean-Piatt-Vermilion	State Day Labor	Removal of culvert headwalls	100	

Dist. 5	Paved Ditch Repairs 1962-1	Clark-Cumberland-Edgar	State Day Labor	Concrete paved ditch	100	
Dist. 5	Storage Area Resurfacing 1962-1	Champaign	Parro Construction Corp.	Storage area surfacing	100	
Dist. 6	Joint Cutting 1961-1	Various	State Day Labor	Cutting expansion joints	100	
Dist. 6	Weed Control Spraying 1962-1	Various	The Davey Tree Expert Co.	Roadside spraying	100	
Dist. 6	Weed Control Spraying 1962-2	Various	The Davey Tree Expert Co.	Roadside spraying	100	
Dist. 6	Patching 1962-1	Sangamon-Logan-Morgan	State Day Labor	PCC patching	85	15
Dist. 6	Guard Rail Reconstruction 1962-1	Adams-Pike	State Day Labor	Erect steel plate guard rails	100	
Dist. 6	Joint Cutting 1962-1	Various	State Day Labor	Cutting pavement joints		100
Dist. 6	Traffic Signals 1962-1	Sangamon	Champaign Asphalt Company	Modification of traffic control system	40	60
Dist. 7	Weed Control Spraying 1962-1	Various	The Chemi-Trol Chemical Co.	Roadside spraying	100	
Dist. 7	Headwall Removal 1962-1	Various	State Day Labor	Removal of conc. culvert headwalls	50	50
Dist. 7	Joint Construction 1962-1	Various	State Day Labor	Cutting expansion joints	100	
Dist. 7	Bituminous Undersealing 1962-1	White-Gallatin	State Day Labor	Undersealing	100	
Dist. 8	Headwall Removal 1962-1	Various	State Day Labor	Removal of culvert headwalls		100
Dist. 8	Guard Rail 1962-1	Various	State Day Labor	Steel plate guard rail	100	
Dist. 8	Concrete Patching 1962-1	Madison-St. Clair-Monroe	Hoeffken Brothers, Inc.	PCC patching	100	
Dist. 8	Joint Cutting 1962-1	Washington-Clinton	State Day Labor	Sawing expansion joints		100
Dist. 8	Traffic Control Signals 1962-1	Macoupin-Montgomery	R. Dron Electrical Co., Inc.	Reconstruction of traffic signals		100
Dist. 8	Weed Control Spraying 1962-1	Various	Townsend Tree Service Co., Inc.	Roadside spraying	100	
Dist. 9	Guard Rail 1961-1	Jackson-Union-Pulaski	State Day Labor	Construct steel plate beam guard rail	20	0
Dist. 9	Guard Fence Replacement 1962-1	Various	State Day Labor	Steel plate beam guard rail	100	
Dist. 9	Culvert Headwall Removal 1962-1	Various	State Day Labor	Removal of culvert headwalls	46	54
Dist. 9	Pavement Patching 1962-1	Various	State Day Labor	PCC patching		100
Dist. 9	Weed Control Spraying 1962-1	Various	The Chemi-Trol Chemical Co.	Roadside spraying	100	
Dist. 9	Seal Coat 1962-1	Randolph-Johnson-Hardin	State Day Labor	Seal coat	100	
Dist. 10	Expressway Maintenance 1961-1	Cook	State Day Labor	PCC patching	100	
Dist. 10	Expressway Maintenance, Congress Expressway	Cook	State Day Labor	Partial & full depth patching	100	
Dist. 10	Expressway Weed Control Spraying 1962-1	Cook-Will	The Davey Tree Expert Company	Roadside spraying	100	
Dist. 10	Expressway Guard Rail Maintenance 1961-1	Cook	Midwest Fence Corporation	Repair & maint. of guard rails	40	40
Dist. 10	Expressway Slope Restoration 1962-1	Cook	Frenzel Construction Company	Slope restoration		100
Dist. 10	Expressway Traffic Signs 1961-1	Cook	Perma-Line Midwest Corporation	Traffic signs	85	0
Dist. 10	Traffic Signals 1956-1	Cook	Wood Electrical Const., Inc.	Traffic signals	5	0
Dist. 10	Traffic Signals 1959-5	Cook	L & S Construction Company	Traffic signals	10	0
Dist. 10	Traffic Signals 1960-1	Cook	A. A. Electric Company	Traffic signals	20	0
Dist. 10	Traffic Signals 1960-5	Cook	L & S Construction Company	Traffic signals	15	0
Dist. 10	Traffic Signals 1960-6	Cook	L & S Construction Company	Traffic signals	20	0
Dist. 10	Traffic Signals 1961-1	Cook	G. A. Rafel & Company, Inc.	Traffic signals	5	0

TABLE 23.—Concluded.
MISCELLANEOUS.—Concluded.
STATE CONTRACTS.—Concluded.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1962	Per Cent Uncompleted
Dist. 10	Traffic Signals 1961-2	Cook	Wood Electrical Const., Inc.	Traffic signals	40	0
Dist. 10	Traffic Signals 1961-3	Cook	L & S Construction Company	Reconstruct traffic signals	100	
Dist. 10	Traffic Signals 1961-4	Cook	L & S Construction Company	Traffic signals	10	10
Dist. 10	Traffic Signals 1961-5	Cook	Knott & Mielly, Inc.	Traffic signals	100	
Dist. 10	Traffic Signals 1961-6	Cook	L & S Construction Company	Pedestrian actuated signals	100	
Dist. 10	Traffic Signals 1961-7	Cook	Knott & Mielly, Inc.	Traffic signals	100	
Dist. 10	Traffic Signals 1962-1	Cook	L & S Construction Company	Traffic signals	75	25
Dist. 10	Traffic Signals 1962-2	Cook	L & S Construction Company	Traffic signals	50	50
Dist. 10	Traffic Signals 1962-3	Cook	Knott & Mielly, Inc.	Traffic signals	30	70
Dist. 10	Traffic Signals 1962-4	Cook	Wood Electrical Const., Inc.	Traffic signals	5	95
Dist. 10	Traffic Signals 1962-5	Cook	L & S Construction Company	Traffic signals		100
Dist. 10	P. B. R. 1961-1	Cook	Chain-Link Fence Corporation	Pedestrian barrier repair	40	35
Dist. 10	Intersection Lighting 1961-1	Cook	A. A. Electric Company	Highway lighting	100	
Dist. 10	Headwall Removal 1961-1	Cook	State Day Labor	Remove headwall	100	
Dist. 10	Weed Control Spraying 1962-1	Cook	The Chemi-Trol Chemical Co.	Roadside spraying	100	
Dist. 10	Weed Control Spraying 1962-2	Cook	The Chemi-Trol Chemical Co.	Roadside spraying	100	
Dist. 10	Weed Control Spraying 1962-3	Cook	The Chemi-Trol Chemical Co.	Roadside spraying	100	
Dist. 10	Weed Control Spraying 1962-4	Cook	The Chemi-Trol Chemical Co.	Roadside spraying	100	
Dist. 10	Expansion Joints 1961-1	Cook	State Day Labor	Cut & fill bridge joints	100	
Dist. 10	Joint Cutting 1962-1	Cook	State Day Labor	Expansion joints	25	75
Dist. 10	Expressway Tree Spraying 1962-1	Lake-Cook	Anderson Tree Service	Tree spraying	100	
Dist. 10	Expressway Tree Spraying 1962-2	Cook	The Davey Tree Expert Company	Tree spraying	100	
Dist. 10	Expressway Tree Spraying 1962-3	Cook	The Davey Tree Expert Company	Tree spraying	100	
Dist. 10	Guard Rail 1962-1	Cook	State Day Labor	New steel beam guard rails	100	
Dist. 10	Mowing Maintenance 1962-1	Cook	Shur-Deth Exterminating Co.	Mowing	100	
Dist. 10	Mowing Maintenance 1962-2	Cook	Central Landscaping, Inc.	Mowing	100	
Dist. 10	Mowing Maintenance 1962-3	Cook	Central Landscaping, Inc.	Mowing	100	
Dist. 10	Expressway Mowing Maintenance 1962-1	Cook-Lake	Central Landscaping, Inc.	Mowing	100	
Dist. 10	Expressway Mowing Maintenance 1962-2	Cook	Shur-Deth Exterminating Co.	Mowing	100	
Dist. 10	Expressway Mowing Maintenance 1962-3	Cook-Will	Central Landscaping, Inc.	Mowing	100	
Dist. 10	Expressway Mowing Maintenance 1962-4	Cook-DuPage	Otto Damgaard	Mowing	100	
Dist. 10	Expressway Mowing Maintenance 1962-5	Cook	Midwest Landscape Associates	Mowing	100	
	Statewide Rumble Strips 1962-1	Various	State Day Labor	Rumble strips	100	

----------	Miscellaneous Repairs 1961-1 (State Wide)	Various	State Day Labor	Completion of small maint. projects	90	0
----------	Footbridge Reconstruction—Lincoln Trail Relocation	Menard-Sangamon	State Day Labor	Fabrication & erection for two foot bridges	100	----------
----------	Thermoplastic Pavement Markings 1962-1 (State Wide)	----------	Cataphote Corporation	Pavement markings	100	----------

CITY OF CHICAGO CONTRACTS.

FAI 55	1717.9(4, 5, 6) W	Cook	3 Oaks Wrecking Company	Building removal	40	60
FAI 94	0101.6-1SG	Cook	National Advertising Company	Traffic signs	50	0
FAI 94	S-2324.8-1D	Cook	S. A. Healy Company	Main drain	80	0
FAI 94	S-2326.6-1PC-CS	Cook	Sentinelkote Corporation	Protective pavement coating	100	----------
FAI 94	S-2326.6-1SG	Cook	Fosco Fabricators, Inc.	Traffic signs	5	95
FAI 94	S-2424.8-2D	Cook	W. E. O'Neil Const. Co.	Pumping station	85	0
FAI 94	S-2424.8-3D	Cook	Kenny Const. Co. of Illinois	Main drain	70	0
FAI 94	S-2424.8-4E	Cook	W. T. Mahoney & Sons, Inc.	Pumping station equipment	90	0

COOK COUNTY CONTRACTS.

FA 173	267-1017.1-CF, 267A-0102.6-CF	Cook	National Advertising Company	Traffic signs	70	0
FA 173	267A-0101.9A-CF, 306A-0105A-CF	Cook	Contracting & Material Company	Lighting installation	100	----------
FA 173	267A-0101.9B-CF	Cook	Midwest Landscape Associates	Landscaping	40	40
CH 306A	306A-0105B-CF	Cook	Clauss Brothers, Inc.	Landscaping	50	50
FAI 57	068-1919.A-CF	Cook	Bongi Cartage, Inc.	Building removal	10	90
FAI 57	068-2020.A-CF	Cook	Bongi Cartage, Inc.	Building removal	25	75
FAI 57	068-2121.1A-CF	Cook	Bongi Cartage, Inc.	Building removal	90	10
FAI 57	068-2121.2A-CF	Cook	Bongi Cartage, Inc.	Building removal	67	33
FAI 57	068 2123-CF	Cook	John Doherty Company	Main drain	80	0
FAI 57	068-2222.1A-CF	Cook	Bongi Cartage, Inc.	Building removal	30	0
FAI 57	068-2222.2A-CF	Cook	Bongi Cartage, Inc.	Building removal	60	0
FAI 90	062-3438.1-CF, 062-2730.2-CF	Cook	Perma-Line Midwest Corporation	Traffic signs	----------	100
FAI 90	066-1213.3-CF	Cook	Contracting & Material Co.	Highway lighting	90	10
FAI 90	066-1315.1-CF	Cook	A. A. Electric Company	Highway lighting	100	----------
FAI 90	066-1517-CF	Cook	L. E. Alport & Company	Landscaping	55	25
FAI 90	066-1519-CF	Cook	A. A. Electric Company	Highway lighting	30	0
FAI 90	066-1819.2-CF	Cook	A. A. Cinder Company	Landscaping	60	25
FAI 90, 94	066-1919.6-CF, 066-1919.6A-CF	Cook	Kenny Const. Co. of Illinois	Main drain	10	0
FAI 90, 94	066-1919.7-CF, 066-1919.7A-CF	Cook	Kil-Bar Electric Company	Expressway lighting	100	----------
FAI 94	066-1919.12A-CF	Cook	Thomas M. Madden Company	CTA substation removal	100	----------
FAI 94	263-0115.1-CF	Cook	National Advertising Company	Traffic signs	70	0

VI. MATERIALS

1. GENERAL.—The function of the Bureau of Materials is to inspect and test all materials used in highway construction and maintenance; conduct surveys and studies of materials and material sources; develop new methods of sampling and testing; design and construct new testing equipment; prepare specifications for materials and for tools and supplies used for general highway maintenance purposes, and in the production of concrete and bituminous mixtures; check and supervise the design, proportioning and control of concrete, bituminous and soil-cement mixtures; conduct investigational studies of the effect of materials, weather, and soils on highway structures; and perform the photographic, photostatic, and various other services for the Division.

The work of this Bureau is divided into four sections; namely, the Physical Tests Section, the Chemical Tests Section, the Mixture Control and Soil Section, and the Chicago Branch Laboratory. The branch laboratory is responsible for chemical and physical tests of materials originating in the Chicago area and for bituminous mixtures control and soil testing in District 10.

The Bureau maintains resident chemists at refineries and obtains cement samples from commercial samplers, but aside from this, plant and destination inspection of materials is a direct function of the district offices; however, field engineers operating out of the central Bureau maintain uniformity in inspection practices. These general inspectors also contact the various projects to check the equipment and quality of the work and to maintain uniformity of the proportioning practices.

2. SAMPLES AND TESTS.—Table 24 shows the number of samples tested in the laboratories of the Bureau of Materials during 1962.

3. INSPECTION.—Experience has shown that the inspection of materials at their source provides better control of quality, expedites the work, and prevents delays incident to rejections on the projects. Therefore, if the volume of the work, the nature of the materials, and other conditions warrant, inspection is performed at the source of supply; otherwise, it is made at destination or in the laboratories.

When materials originate in another state, arrangements are sometimes made with the state highway department in that state or with a recognized commercial testing laboratory to submit samples to this Bureau. The states in the Mississippi Valley, by reciprocal agreement, perform this service for one another at cost.

Table 25 shows the quantities of materials accepted by inspection during 1962. In many instances the quantities shown in this table represent a considerable increase over the quantities accepted during 1961. Table 26 shows the quantities of maintenance tools and supplies

TABLE 24.—SAMPLES TESTED IN LABORATORIES DURING 1962.

Materials	Number of Samples Tested				
	Preliminary	Acceptance	Check	Quality	Total
Aggregate				2,644	2,644
Bituminous materials:					
asphalt, emulsified		11	70	213	294
asphalt, liquid (MC-RC-WP)	31	172	372	138	713
asphalt, liquid (SC)	7	215	41	63	326
asphalt, paving and filler	33	133	2,748	205	3,119
joints and planks	16	130	2	85	233
mixtures (composition)				3,303	3,303
mixtures (density)				2,577	2,577
road oil	11	1	20	276	308
tar		6		46	52
Bolts				329	329
Bridge bearing pads	7	20			27
Calcium chloride		231		1	232
Catch basin blocks		5		24	29
Cement		13,098		4,453	17,551
Concrete cylinders and cores				9,767	9,767
Electrical materials		823			823
Expansion joints:					
rubber and cork		1		19	20
Galvanized material		61		219	280
Glass beads	11	40	14	62	127
Mineral filler				23	23
Oil, cresote		2	1	59	62
Oil, fuel		20			20
Paint and paint materials	27	654	68	755	1,504
Reflector materials	16	9		56	81
Rock, ledge				53	53
Salt, rock		225	1	503	729
Seed		877			877
Soil				1,094	1,094
Steel bars, reinforcing				1,814	1,814
Steel strands, prestressing				81	81
Steel, structural		45		199	244
Steel wire, fabric		25		41	66
Steel wire, barbed		24			24
Water	2		1	48	51
Water stops	7	28			35
Miscellaneous (chemical)	64	362	92	168	686
Miscellaneous (physical)				479	479
Totals	232	17,218	3,430	29,797	50,677

accepted by inspection during 1962. The Bureau of Materials collaborates with the Bureau of Maintenance and the Bureau of Traffic in the formulation of detailed specifications and in making recommendations for tools and supplies to be used for general highway maintenance purposes. The Bureau of Materials also inspects and tests items purchased to insure that they comply with the requirements of the specifications.

4. SEEDS. The inspection of all seeds used for highway planting is carried on through this Bureau. However, the tests for purity and germination are made by the Division of Plant Industry, Illinois Department of Agriculture, which extends the services of its fully equipped seed laboratory to the Division of Highways.

A total of 877 samples, representing 569,945 pounds of seed, was tested during the year. Through this inspection the Division of Highways insures use of pure, viable seed for highway planting. This work and the destruction of the weeds along the highways by the maintenance forces help to prevent the propagation of weeds and other undesirable plant life.

5. SOILS.—During 1962, a total of 799 soil samples was received in the Springfield laboratory. This included Shelby tube samples needed for stability and settlement analyses, samples for

TABLE 25.—QUANTITIES OF MATERIALS ACCEPTED BY INSPECTION DURING 1962.

Materials	Quantities Accepted
Aggregates:	
filler, mineral, tons	51,972
gravel, tons	6,808,681
lime, hydrated, tons	266
sand, tons	2,504,268
slag, blast furnace, tons	179,160
stone, tons	9,478,437
stone, sand, tons	187,819
Air-entraining agent, gals.	524
Aluminum, beams, drains, plates, tubing, etc., lbs.	97,619
Antifreeze, permanent type, gals.	16,800
Antispalling compounds, gals.	91,270
Beads, glass, lbs.	2,790,350
Beams, concrete, bridge:	
deck, precast, prestressed, number	1,145
I, precast, prestressed, number	327
slab, precast, number	580
Bituminous materials and mixtures:	
asphalt, emulsified, gals.	4,393,709
asphalt filler for cracks and joints, lbs.	7,798,892
asphalt filler for undersealing, lbs.	7,678,569
asphalt, liquid, for zone marking, gals.	51,734
asphalt, liquid, medium-curing, gals.	24,735,891
asphalt, liquid, rapid-curing, gals.	2,444,367
asphalt, liquid, slow-curing, gals.	11,211,613
asphalt, paving, gals.	43,013,404
asphalt plank, lin. ft.	63,473
asphalt, waterproofing, gals.	146,022
asphalt, waterproofing, primer, gals.	1,897
bituminous mixture for maintenance use, tons	49,215
cresote primer, gals.	555
fabric, saturated cotton, sq. yds.	20,026
joint filler, bituminous fibre, lin. ft.	164,756
joint filler, bituminous fibre, number	3,225
joint filler, bituminous premoulded, lin. ft.	77,918
joint filler, bituminous premoulded, number	1,387
joint filler, preformed cork, lin. ft.	1,251
joint filler, preformed sponge rubber, lin. ft.	2,002
joint filler, resinous, units	101
joint sealing compound, cold applied, lbs.	222,640
joint sealing compound, hot poured, lbs.	37,412
joint sealing compound, pipe, gals.	6,485
oil, fuel, gals.	215,864
oil, road, gals.	16,545,386
tar, gals.	441,526
tar, for zone marking, gals.	38,120
tar, pitch, waterproofing, gals.	4,180
wyton, gals	162,803
Blocks, concrete, riprap, number	8,024
Brick, building:	
clay, number	29,720
concrete, number	119,103
Bridge bearing pads, number	1,038
Brush killer, gals.	788
Cable, electric, lin. ft.	2,452,658
Calcium chloride, tons	7,028
Castings:	
iron street, lbs.	5,212,638
steel, lbs.	228,299
Catch basins, concrete, complete, number	3,290
Cement:	
type I, standard, bbls.	3,748,357
type IA, air-entraining, bbls.	1,243,408
type I, white, bbls.	65
type II, moderate heat of hydration, bbls.	653
type III, high-early-strength, bbls.	11,660
Compound, curing, gals	24,552
Concrete masonry units, number	58,230
Conduit:	
asbestos-cement, lin. ft.	13,543
fibre, lin. ft.	47,401
fittings, transite, number	684
plastic, lin. ft.	2,500
steel, galvanized, lin. ft.	272,105
Copper seal, lbs.	1,398
Cribbing, concrete, reinforced, number	1,244
Epoxy resin, gals.	9,180
Fasteners, aluminum, number	3,536
Fence:	
aluminum, chain link, lin. ft.	3,860
galvanized, chain link, lin. ft.	374,067
galvanized, woven wire, lin. ft.	468,501
snow, lin. ft.	84,900

TABLE 25.—Continued.

Materials	Quantities Accepted
Handrail:	
aluminum, lin. ft.	16,235
steel pipe, lin. ft.	67,914
Inlets, concrete, number	2,134
Light standards:	
concrete, number	1,348
steel, number	103
Lumber:	
structural, creosoted, f.b.m.	537,171
structural, penta-treated, f.b.m.	186,396
structural, untreated, f.b.m.	182,533
Manholes, concrete, complete, number	402
Markers:	
drainage, permanent survey, ROW, section, number	14,010
permanent survey, metal, number	159
Name plates, number	480
Oil, creosote, gals.	322,000
Paints, enamels, and paint materials:	
enamel, orange equipment, gals.	2,156
enamel, sign, gals.	5,835
paint, aluminum, leafing, gals.	20,413
paint, aluminum, nonleafing, gals.	6,626
paint, black graphite, gals.	1,929
paint, curb marking, yellow, gals.	1,120
paint, green, gals.	952
paint, red lead, gals.	17,113
paint, traffic marking, white, gals.	512,713
paint, traffic marking, yellow, gals.	56,580
paint, white lead titanium, gals.	7,741
primer, orange, gals.	376
primer, zinc chromate, gals.	1,778
stain, redwood, oil, gals.	80
thinner, gals.	1,560
varnish, spar, gals.	108
Piling:	
metal shell, lin. ft.	672,621
precast concrete, lin. ft.	20,203
shoes, lbs.	405
steel, lbs.	129,035
steel sheet, lin. ft.	8,568
wood, creosoted, lin. ft.	294,134
wood, untreated, lin. ft.	96,393
Pipe:	
brass, red, lbs.	982
culvert, corrugated aluminum alloy, lin. ft.	124
culvert, corrugated metal, lin. ft.	324,888
culvert, corrugated metal arch, lin. ft.	27,677
culvert, corrugated metal, bituminous coated, lin. ft.	56,245
culvert, corrugated metal arch, bituminous coated, lin. ft.	5,532
culvert, corrugated metal plate, lin. ft.	2,861
culvert, corrugated metal plate arch, lin. ft.	1,787
culvert, plain concrete, lin. ft.	65,704
culvert, reinforced concrete, class III, lin. ft.	524,676
culvert, reinforced concrete, class IV, lin. ft.	10,351
culvert, reinforced concrete, class V, lin. ft.	4,758
drain, corrugated metal, perforated, lin. ft.	[1]126,088
drain, concrete, perforated, lin. ft.	536
drain, fibre, perforated, lin. ft.	80
highway signs, lbs.	32,153
iron, cast, lbs.	1,449,680
sewer, clay, standard, lin. ft.	11,534
sewer, clay, extra-strength, lin. ft.	15,891
sewer, drain, clay, perforated, lin. ft.	2,128
sewer, plain concrete, lin. ft.	71,765
sewer, reinforced concrete, class II, lin. ft.	121,083
steel, lbs.	339,381
water, copper, lin. ft.	6,784
Poles:	
power, wood, creosoted, lin. ft.	470
power, wood, penta-treated, lin. ft.	1,380
Posts:	
bridge rail, steel, lbs.	5,650
channel, lin. ft.	186,674
delineator, lbs.	71,191
fence, farm, lin. ft.	10,477
fence, steel, lbs.	228,985
guard, wood, creosoted, f.b.m.	48,121
guard, wood, penta-treated, f.b.m.	142,741
guardrail, steel, lbs.	808,425
guardrail, wood, creosoted, f.b.m.	103,524
guardrail, wood, penta-treated, f.b.m.	264,247
guide, wood, penta-treated, number	6,200
sign, steel, lbs.	590,475
sign, wood, creosoted, f.b.m.	12,585

Table 25.—Concluded.

Materials	Quantities Accepted
sign, wood, penta-treated, f.b.m.	893,390
snow fence, steel, lbs.	247,741
steel, galvanized, lbs.	290,480
Red iron oxide, for PCC, lbs.	32,600
Reflectors:	
button, number	61
delineator and sheeting, number	9,447
material, sq. ft.	28,556
Salt, rock, tons	155,970
Seeds, lbs.	569,945
Signs:	
bridge, reflectorized, number	38
standard aluminum, number	106
Silicone, concentrated water soluble, gals.	256
Solvent, xylene for thinning tar paint, gals.	5,700
Steel:	
bars, reinforcement, lbs.	45,854,096
blades, snow plow, lbs.	435,799
bolts and expansion hooks, number	15,098
bridge hardware, lbs.	1,552,829
cable, road guard, lin. ft.	142,295
center joints and accessories, lbs.	1,056,798
corrugated ditch checks, lbs.	65,437
dowel bar assembly, lbs.	2,165,480
fabric reinforcement, lbs.	33,876,623
plate beam guardrail, galvanized, lbs.	2,585,918
plate beam guardrail, painted, lbs.	1,602,802
stainless, lbs.	26,685
structural, lbs.	57,936,297
Ties:	
cross, creosoted, lin. ft.	14,240
switch, creosoted, f.b.m.	12,342
Tile:	
drain, clay, lin. ft.	16,544
drain, concrete, lin. ft.	642
Tools, twister, number	164
Tubing:	
copper, lbs.	476
metal, flexible, lbs.	6,772
Waterstop:	
polyvinyl plastic, lin. ft.	1,314
rubber, lin. ft.	19,790
Weed killer, gals.	14,730
Wire:	
barbed, lin. ft.	653,315
galvanized, lbs.	47,452
post tension, lbs.	72,496
snow fence, lbs.	14,300
ties, snow fence, lbs.	16,419

[1] 5,764 lin. ft. bituminous coated.

classification tests, and other samples for special tests such as California Bearing Ratio, cement requirement for stabilization, and pozzolanic stabilization testing.

Over 2,000 specimens were prepared and tested from the 566 Shelby tube samples received. On the basis of unconfined compressive strength tests, triaxial shear tests, and consolidation tests, together with field data from the areas of questionable stability, analyses were made and corrective design or construction features recommended where necessary.

During the year, a nuclear moisture-density test system was purchased for use in field testing of soils and aggregates. This system uses radio-active isotopes to determine in-place moisture and density non-destructively. Satisfactory correlation with standard field tests indicates that the system will be put to widespread use in 1963.

A representative of the Bureau of Materials again served with members from the Bureau of Construction and Design on a committee to review soil reports and recommendations submitted for highway projects involving State funds.

TABLE 26.—QUANTITIES OF MAINTENANCE TOOLS AND SUPPLIES ACCEPTED BY INSPECTION DURING 1962.

Item	Quantity Accepted	Item	Quantity Accepted
Augers, post hole	147	Ladders, all kinds and sizes	35
Axes, chopping, single bit	834	Lanters, truck	36
Bags, burlap, sand	20,000	Lantern, wicks, extra	84
Barricade horses, sets	1,886	Levels, carpenters', wood	32
Bars, wrecking	180	Lights, trouble, portable	156
Bits, car and wood auger	221	Mattocks, all kinds	348
Bolts, nuts and washers, tons	8	Oilers, bench	245
Boots, rubber, pairs	287	Oilers, hand, pump type	251
Braces, ratchet bit	96	Pails, water	241
Brooms, all kinds	2,640	Picks, railroad or clay	162
Brushes, paint, all sizes	3,228	Pliers, slip-joint	806
Cans, asphalt, pouring	632	Pneumatic tools:	
Cans, gasoline	587	asphalt cutters	210
Cans, oil	286	concrete breakers	1,404
Cans, supply	203	hollow drill steel	210
Cans, water, insulated, all sizes	519	rock drill bits	480
Chains, accessories, pieces	3,370	Post drivers	60
Chains, safety, feet	3,600	Pruners, all kinds	176
Chains, tow, all sizes, feet	10,930	Putty knives	366
Chisels, all kinds	528	Rakes, asphalt and road	612
Cloths, wiping, lbs.	10,730	Rope, manila, all sizes, feet	26,400
Covers, burlap, sq. yd.	1,911	Rubbing bricks	18
Crowbars	189	Rules, multiple-folding	415
Cutters, bolt	221	Saws, various sizes and kinds	450
Diggers, post hole	264	Scissors, pocket	50
Extinguishers, fire, all sizes	110	Scraping knives	240
Files, all kinds	3,152	Screw drivers, various sizes	774
Flags, red danger, all sizes	38,700	Scythe blades	594
Forks, manure	180	Scythe hooks	396
Fusees, red light, dozen	1,399	Scythe hook blades, extra	168
Goggles, extra lens	257	Scythe snaths	486
Goggles, safety, pair	488	Scythe stones	2,652
Grass hooks	530	Shovels, scoops, spades, etc.	4,044
Guns, grease	589	Signs, stop-slow paddle type	504
Hacksaw blades	2,830	Sledges, all weights	366
Hacksaw frames	192	Sprayers, hand	136
Hammers, ball peen	174	Squares, steel, all sizes	54
Hammers, carpenters', nail	408	Tampers, hand	120
Hammers, carpenters', ripping	24	Tarpaulins, various sizes	279
Handles, tool, various	2,588	Torches, extra wicks	2,364
Hatchets, claw	168	Torches, kerosene, warning	1,706
Jacks, hydraulic, truck	30	Tripods, warning type	1,360
Kegs, railroad, water	18	Wedges, timber	48
Kits, first aid, empty, all sizes	576	Wrenches, all kinds	1,458

6. CONTROL OF CONCRETE MIXTURES.—Beam specimens were made and tested on most projects in nine of the ten highway districts during 1962 to provide an index of the effectiveness of the control of the concrete mixtures. One district followed this practice on county and FAS sections, but made and tested cylinder specimens on all projects under State contracts and city sections. One other district made a few compressive tests.

The results of over 31,000 flexural and 11,000 compressive tests of standard-strength air-entrained concrete were reported to the Bureau during 1962. Table 27 shows the average 14-day flexural strengths in comparison with similar data obtained in previous years. The strengths obtained in these tests for 1962 show a slight decrease from those of 1961 on State sections for both pavement and structure concrete. In the case of county and city sections, the average strength is significantly higher. Table 28 shows the average 14-day compressive strengths. The compressive strengths obtained in 1962 show a slight decrease from 1961 on State sections, but a considerable increase for the cylinders reported for the county and city sections. The slight decrease in strengths obtained on State sections can be attributed to the change in specifications from 3-5 per cent to 4-6 per cent air-entrainment. The increase in strength of county, city, and township

sections can be attributed to the larger number of test results since data obtained from commerical testing laboratories were included in this year's averages.

TABLE 27.—NUMBER OF BEAMS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1962, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Beams Tested in 1962		Average 14-day Modulus of Rupture in Pounds Per Square Inch				
	Total	At 14 Days	1962	1961	1960	1959	1958
State sections—pavement	3,907	1,662	808	822	811	817	805
State sections—structures	8,012	3,684	786	789	801	799	786
County and city sections—pavement	1,246	511	835	789	816	813	787
County, city, and township sections—structures	2,622	1,283	778	770	810	802	792

NOTES: Standard-strength air-entrained portland cement concrete for FAS sections showed 290 beams averaging 741 psi and 282 beams averaging 833 psi in 7 and 14 days, respectively, for pavement concrete; and 694 beams averaging 698 psi and 661 beams averaging 789 psi in 7 and 14 days, respectively, for structure concrete.

Two breaks were made on each beam and the number of tests is twice the number of beams shown. Beams made before April 1 and after October 31 are not included.

TABLE 28.—NUMBER OF CYLINDERS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1962, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Cylinders Tested in 1962		Average 14-day Compressive Strength in Pounds Per Square Inch				
	Total	At 14 Days	1962	1961	1960	1959	1958
State sections—pavement	1,494	700	4,336	4,494	4,174	3,572	3,491
State sections—structures	3,929	1,949	3,908	4,149	4,035	3,702	3,689
County and city sections—pavement	1,465	747	3,932	2,829	3,484	3,582	4,030
County, city, and township sections—structures	4,320	2,282	3,927	3,585	3,897	3,293	4,007

NOTES: Cylinders made before April 1 and after October 31 are not included.

The average strengths for county, city and township sections for both pavement and structures include test results obtained from various commercial testing laboratories as well as regular State test results.

7. DESIGN AND CONTROL OF HIGH-TYPE BITUMINOUS MIXTURES.—During the year, 95 bituminous paving plants were used in manufacturing subclass I-11 bituminous mixtures for the resurfacing of 508.49 miles of rigid base pavement, 110.88 miles of flexible base pavement, and in placing approximately 1,589,554 square yards of bituminous mixtures for patches on old rigid-type pavements. The plants used in producing these mixtures previously had been inspected and approved by the Bureau of Materials.

The bituminous mixtures used in the resurfacing consisted of binder and surface course mixtures of the dense-graded aggregate type. The maximum size aggregate in the binder course mixture was 1-inch and the surface course mixture ½-inch. In general, the bituminous mixtures were placed in two compacted courses having depths of 1½ inches for each course.

The plant control of the bituminous mixtures was under the direct control of the district materials section, acting under the general supervision of the Springfield laboratory. The Springfield laboratory designed the mixtures by the Marshall method. Trial batches were prepared using materials from the same sources as used in the manufacture of the mixtures for the resurfacing. From the Marshall tests obtained on the trial batches, mixing formulas were set that would give a satisfactory stability, flow value, and voids. Daily check samples or check samples representing each 1,000 tons of the bituminous mixtures were sent to the Chicago or Springfield laboratory for analyses. Test results were forwarded promptly to the proportioning engineer to aid him in control of the bituminous mixtures. The Springfield laboratory uses a portable field laboratory for extraction tests and density tests to assist the district materials section in plant control.

8. INVESTIGATIONS.—Summary reports of the major studies or investigations conducted or in progress during 1962 follow:

(a) *Tests of Concrete Pavement Cores.*—There were 4,916 pavement cores tested during 1962. Compressive strength tests were made on 3,258 cores with the following results:

Number of Cores	75	150	890	1,289	676	178
Ave. range—months	2-4	4-6	6-10	10-15	15-22	22-39
Ave. age—months	3.0	4.1	8.0	11.9	17.9	23.8
Ave. strength—psi	5,420	5,580	5,340	5,340	6,200	6,270

Air determinations were made on 1,658 cores. The average air content was found to be 3.7 per cent for the 3 to 5 per cent specification requirement and 4.8 per cent for concrete built under the new specification requirement of 4 to 6 per cent. The air contents for the two different ranges were distributed as follow:

Item	Per Cent Range of Air Content								
	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9
Number of Cores—3 to 5 per cent range	24	65	275	535	375	122	47	10	5
Per Cent Distribution	1.6	4.5	18.9	36.7	25.7	8.4	3.2	0.7	0.3
Number of Cores—4 to 6 per cent range	--------	3	13	33	60	59	22	10	--------
Per Cent Distribution	--------	1.5	6.5	16.5	30.0	29.5	11.0	5.0	--------

NOTE: All cores tested for compressive strength and air content falling on a division of the range are included in the next higher range.

(b) *Air-entraining Admixtures.*—Three new air-entraining admixtures were given approval.

(c) *Concrete Retarding Admixtures.*—Four retarding admixtures were investigated and approved for use in concrete placed in the superstructure of bridges. Further laboratory and field investigation of retarded concrete indicated that to obtain a uniform retardation the admixture would have to be added at the end of the mixer charging period.

(d) *Concrete Surface Strength Study.*—The effect of throwing water on the surface of concrete to aid in the finishing was studied. Preliminary tests indicate that a loss of about 25 per cent in the surface tensile strength, may be expected. Possible loss of the entrained air and greater absorption may also occur in the surface of the concrete, resulting in loss of surface durability.

(e) *Inspection of Precast Prestressed Concrete Bridge Beams.*—During the year, 1,472 precast prestressed concrete beams were accepted for use in the construction of new bridges and widening of old bridges. This included 1,145 deck beams and 327 I-beams. Besides the observation of the processes involved and the condition of the completed product, the concrete was controlled by several hundred slump and air tests, as well as the moulding and testing of approximately 9,000 concrete cylinders.

(f) *Investigations of Paints and Enamels.*—The outside weathering tests on a series of metal priming paints are still in progress. In addition an outside weathering test was begun to check the effects of higher baking temperatures on standard sign enamels.

(g) *Laboratory Investigation in Connection with Bituminous Resurfacing Program.*—Bituminous mixtures used in resurfacing old, rigid-type pavements were investigated using the Marshall method. A total of 670 tests was made on the surface course mixtures produced for use on State jobs. These samples had an average Marshall stability of 1,828 pounds, an average Marshall flow value of 11.8, and average Marshall density of 2.44. A total of 342 tests was made on binder course mixtures produced for State jobs. These samples had an average Marshall stability of 1,889 pounds, an average Marshall flow value of 12.1, and average Marshall briquette density of 2.45. A total of 156 cores was cut from bituminous pavements at various locations for investigation. All of these cores were tested for density and voids and some for the per cent of bitumen, the gradation of the aggregates, and recovery of asphalt.

The investigation started in 1942 to study the changes which take place in the properties of the asphalt cement used in subclass I-11 surface course mixtures during mixing, transportation, placing, and weathering has been discontinued. At locations where samples were being taken, the roads have been relocated or resurfaced.

An investigation started in 1956 to determine to what extent traffic compacts subclass I-11 is being continued. Cores are taken at intervals from several locations to determine the density under traffic. The data show that traffic compacts subclass I-11 mixtures to approximately the density obtained on the Marshall briquettes.

Density determinations were made on pavement samples from each day's run of binder or surface course. The tests show that the surface course mixtures were compacted to an average density of 95.7 per cent of a voidless pavement and the binder mixture to an average of 96.0 per cent.

(h) *High Pressure Apparatus for Determining Voids in Compacted Bituminous Mixtures.*—This apparatus was described in the 1956 Annual Report and was used during the past year to determine the per cent of air in subclass I-11 bituminous mixture samples taken at the hot mix plants and in pavement samples taken from the road. The air voids determined from Marshall briquettes made from bituminous mixture samples taken at the hot mix plant were used this year in the computation of density in compacted subclass I-11 bituminous mixtures. Tests on briquettes made from 342 samples of binder course mixture showed an average of 2.45 per cent air and from 670 samples of surface course mixture an average of 1.74 per cent air. Tests made on 678 pavement samples of binder course mixture showed an average of 4.53 per cent air and 1,003 pavement samples of surface course mixture an average of 4.51 per cent air.

9. DEPARTMENTAL SERVICES.—Other services rendered by the Bureau of Materials during 1962 included 338 pavement loading analyses in connection with 56 requests for permits to move or operate 64 overweight vehicles and heavy equipment; the construction and repair of a variety of tables and cabinets; the preparation of 485 test samples of a variety of materials for tests in the chemical and physical laboratories; the design and fabrication of 50 freeze-thaw baskets and 12 prototype slump cone kits for use in the concrete laboratory; the building and installation in the field of torsion springs on 50 portable transverse testing machines; making 2,500 Shelby tube soil samplers; constructing two integrator assemblies for the research and planning road roughness indicator; design, fabrication, and installation of a conveyorized drying oven in the bituminous laboratory; design and building six molds for bond extension testing of joint sealing compounds in the chemical laboratory; design and fabrication of new adapters to permit the testing of larger size high-tensile bolts; the construction and maintenance of testing and research apparatus and equipment for the Springfield and Chicago laboratories; and the maintenance of the various buildings and equipment located at 126 and 200 East Ash Street, in Springfield. Two full-time photographers took such pictures in the ten highway districts as were required in the conduct of various projects or for the records of the work in process or completed. They prepared 526 4x5-inch negatives, 527 8x10-inch negatives, 55 4x5-inch prints, 3,441 8x10-inch prints, 72 lantern slides, 1,000 feet of movie film, and 23 11x14-inch negatives for multilith work. An assistant prepared 28,800 photostatic prints.

VII. MAINTENANCE

1. GENERAL.—Maintenance and operation of the State highway system are the responsibility of the Bureau of Maintenance. The work is accomplished by two sections established in the Bureau: (1) The Maintenance Section and (2) The Day Labor Section.

The Maintenance Section is concerned with budgetary control of maintenance funds; procurement of materials, equipment, and supplies; and the general supervision of all maintenance activities carried on by the ten highway districts. The Day Labor Section performs original construction and maintenance work of an extraordinary nature throughout the State.

Each highway district organization includes a district engineer of maintenance who, under the district engineer, is responsible for maintenance of State highways in that district. The field organization of the district consists of *field engineers* in charge of work in their part of the district; *maintenance supervisors,* who have direct supervision of 8 to 12 section men; *section men,* each of whom maintains from 20 to 25 miles of highway; and *maintenance labor foremen* who operate with special crews and equipment for performing extraordinary or heavy maintenance work.

2. MILES MAINTAINED.—The Bureau of Maintenance is responsible for maintaining all State highways. Most of the mileage is maintained directly by maintenance forces, but in some instances a municipality or county may maintain a State section under an agreement with the State and the State pays the local government for this service.

For cost accounting purpose the Bureau of Maintenance uses the weighted average mileage maintained, but in order to check more closely with other tabulations the mileage maintained at the end of the year is also given in the tables which follow.

A summary of the mileages maintained at December 31, 1962, the weighted average mileage used in cost per mile calculations, and the number of patrols involved for each class of highway are given below.

Class of Work	Miles Maintained		Patrols	
	at Dec. 31, 1962	Weighted average mileage	Highway	Bridges
Direct Maintenance				
Interstate	441.81	393.82	49	398
Regular	14,285.33	14,316.97	2,380	1,505
Expressway	90.75	82.47	5	63
Subtotal	14,817.89	14,793.26	2,434	1,966
Municipal Street Maintenance	758.84	758.84		
Total	15,576.73	15,552.10		

The details concerning interstate, regular, and expressway maintenance are given in Tables 29, 30, and 31 respectively. The data on municipal street maintenance by the State are not included in the tables of this chapter, but a brief discussion is contained in item 9. In addition to the work discussed above, the State maintained an average of 7.98 miles of roads in the process of Stage Construction as indicated in item 8.

TABLE 29.—INTERSTATE MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1962 (EXCLUSIVE OF EXPRESSWAYS ON THE INTERSTATE SYSTEM).

Account	Unit	Types of Surfaced Roads				Detours, unpaved, and Temporary Routes	Grand Total[4]
		Portland Cement Concrete	Sheets & Bituminous Concrete on Rigid Base	Other Bit. Types on Flexible Base	Total		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Number of Patrols[1]		47	1	1	49		
Miles maintained at Dec. 31, 1962		430.66	3.14	8.01	441.81		441.81
Weighted average miles maintained during 1962		382.67	3.14	8.01	393.82		393.82
Maintenance of wearing surface —Paved surface	Total Cost	$132,921.64	$ 986.79		$133,908.43		$133,908.43
	Cost per mile	347.35	314.26		340.02		340.02
Shoulders, ditches, cuts, and fills	Total Cost	178,784.43	1,396.13	$1,164.82	181,345.38		181,345.38
	Cost per mile	467.20	444.63	145.42	460.48		460.48
Small bridges concrete and steel	Total Cost	2,005.40			2,005.40		2,005.40
	Cost per mile	5.24			5.09		5.09
Culverts and other drainage facilities	Total Cost	22,156.63	137.10		22,293.73		22,293.73
	Cost per mile	57.90	43.66		56.61		56.61
Miscellaneous structures and facilities	Total Cost	3,441.38			3,441.38		3,441.38
	Cost per mile	8.99			8.74		8.74
Large bridges[2] (100-ft. length or over)	Total Cost				50,132.97		50,132.97
	Cost per bridge				125.96		125.96
Service drives	Total Cost				34,451.30		34,451.30
	Cost per mile				87.48		87.48
Total maintenance cost[3]		$339,309.48	$2,520.02	$1,164.82	$427,578.59		$427,578.59
Total cost per mile[3] [4]		$886.69	$802.55	$145.42	$1,085.72		$1,085.72

Notes: All costs include administration and engineering expense of the districts and a pro rata share of the central office expense.
[1] Does not include 398 patrols for bridges of 100-ft. or over.
[2] Includes the costs for maintenance of movable-span bridges formerly reported separately.
[3] Does not include costs for maintenance of 82.47 miles of expressways and expressway bridges reported in a separate table.
[4] Cost per mile is found by dividing weighted average mileage into applicable costs.

TABLE 30.—REGULAR MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1962 (EXCLUSIVE OF INTERSTATE AND EXPRESSWAY MAINTENANCE).

Account	Unit	Types of Surfaced Roads									Detours, Unpaved, and Temporary Routes	Grand Total
		Portland Cement Concrete	Brick	Sheet Asph. and Bit. Conc. on Rigid Base	Other Bituminous Types		Bituminous Surfaced Treatment	Water-bound Macadam	Gravel	Total		
					Rigid Base	Flexible Base						
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Number of Patrols[1]		1,316	37	844	9	32	101	4	31	2,374	6	2,380
Miles maintained at Dec. 31, 1962		7,223.28	40.83	6,357.61	31.63	110.69	454.92	7.13	58.74	14,284.83	0.50	14,285.33
Weighted average miles maintained during 1962		7,401.71	41.32	6,207.91	31.70	102.16	454.20	9.63	63.46	14,312.09	4.88	[4]14,316.97
Wearing surface	Total Cost	$7,552,666.82	$20,638.05	$3,089,738.60	$ 9,771.64	$14,777.33	$163,307.40	$469.95	$25,108.70	$10,876,478.49	$ 362.35	$10,876,840.84
	Cost per mile	1,020.39	499.47	497.71	308.25	144.65	359.55	48.80	395.66	759.96	74.25	759.72
Shoulders, ditches, cuts, and fills	Total Cost	2,502,461.00	19,021.42	1,856,447.56	6,037.92	19,224.12	103,205.19		18,137.45	4,524,534.66	323.47	4,524,858.13
	Cost per mile	338.09	460.34	299.05	190.47	188.18	227.22		285.81	316.14	66.28	316.05
Small bridges (less than 100-ft. length)	Total Cost	77,846.81	23.94	37,558.10		186.80	2,279.74			117,895.39	1,070.12	118,965.51
	Cost per mile	10.52	.58	6.05		1.83	5.02			8.24	219.29	8.31
Culverts and other drainage facilities	Total Cost	146,365.43	1,193.80	187,854.77	155.34	1,369.78	7,076.31		61.84	344,077.27		344,077.27
	Cost per mile	19.77	28.89	30.26	4.90	13.41	15.58		.97	24.04		24.03
Miscellaneous structures and facilities	Total Cost	33,609.46		7,893.28		414.81	232.63		156.03	42,306.21	241.29	42,547.50
	Cost per mile	4.54		1.27		4.06	.51		2.46	2.96	49.44	2.97
Large bridges[2] (100-ft. length or over)	Total Cost											580,277.25
	Cost per bridge											385.57
Service drives	Total Cost											12,500.01
	Cost per mile											0.87
Total maintenance cost[3 5]		$10,312,949.52	$40,877.21	$5,179,492.31	$15,964.90	$35,972.84	$276,101.27	$469.95	$43,464.02	$15,905,292.02	$1,997.23	$16,500,066.51
Total cost per mile[3 5]		$ 1,393.32	$ 989.28	$ 834.34	$ 503.62	$ 352.12	$ 607.88	$ 48.80	$ 684.90	$ 1,111.33	$ 409.27	$ [4]1,152.48

Notes: All costs include administration and engineering expense of the district offices and a pro rata share of the central office expense.

[1] Does not include 1,505 patrols for bridges of 100-ft. length or over.

[2] Includes costs for maintenance of movable-span bridges formerly reported separately.

[3] Does not include costs for maintenance of 82.47 miles of expressways and expressway bridges which are reported in Table 31 of this section.

[4] Cost per mile is found by dividing weighted average mileage into applicable costs.

[5] Does not include costs for maintenance of 393.82 miles of interstate highways reported in Table 29 of this section.

TABLE 31.—EXPRESSWAY MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1962.

Account	Unit	Total
Number of Patrols[1]		5
Miles at the end of December 31, 1962		90.75
Miles maintained (weighted averages)		82.47
Maintenance:		
Wearing Surface	Total Cost	$116,931.67
	Cost Per Mile	1,417.87
Shoulders, ditches, cuts, and fills	Total Cost	43,556.53
	Cost Per Mile	528.15
Culverts and other drainage facilities	Total Cost	14,755.47
	Cost Per Mile	178.92
Large bridges or overhead structures (100-ft. length and over)	Total Cost	250,462.63
	Cost Per Bridge	815.84
Total Maintenance	Total Cost	$425,706.30
	Cost Per Mile	$ 5,161.95
Operation:		
Cutting and clearing vegetation	Total Cost	$ 267,149.45
	Cost Per Mile	3,239.35
Snow removal and ice control	Total Cost	652,520.25
	Cost Per Mile	7,912.21
Clearing dirt and debris	Total Cost	526,994.21
	Cost Per Mile	6,390.13
Roadside planting maintenance	Total Cost	68,823.43
	Cost Per Mile	834.53
Upkeep of guardfence	Total Cost	69,788.93
	Cost Per Mile	846.23
Subway and drainage pumping	Total Cost	103,857.06
	Cost Per Mile	1,259.33
Traffic operation[2]	Total Cost	673,655.73
	Cost Per Mile	8,168.49
Total Operation	Total Cost	$2,362,789.06
	Cost Per Mile	28,650.29
Total highway maintenance and operation[3]	Total Cost	$2,788,495.36
	Cost Per Mile	33,812.24

Note: All costs include administration and engineering expense of the district office and a pro rata share of the central office expense.
[1] Does not include 63 patrols for bridges or overhead structures of 100-ft. length or over.
[2] Payable from highway traffic operations appropriation.
[3] Cost per mile is calculated by using weighted average miles maintained.

3. MAINTENANCE AND COST ACCOUNTING.—The term *maintenance*, for the purpose of cost accounting, designates that work which tends to preserve the structural elements of the highways in their original condition or subsequently improved. Specific activities classified as maintenance are upkeep of the wearing surface,

shoulders, ditches, and structures. The cost of this work is in a large measure dependent upon the type and age of the existing facility and upon the traffic which it accommodates.

The term *operation* is applied to that work which is incidental to the maintenance of the structural parts of the highways, but which tends to increase highway efficiency and safety to the traveling public. It includes placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, upkeep of protective devices and guardfence, removal of dirt and debris, snow removal and ice control work, and vegetation control. These costs are more or less independent of the type and age of the highway.

Costs for the placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, and the upkeep of protective devices are incurred by both the Bureau of Traffic and the Bureau of Maintenance, but the direction and control of these costs are exercised by the Bureau of Traffic. Table 34 shows only the total costs of the above items under the class of work entitled Traffic operation. A detailed breakdown of these costs appears in Section IX, Traffic, of this report.

Maintenance costs are assembled by units called *maintenance patrols.* A patrol consists of the adjacent sections of pavement of the same type and age and usually on the same route. *Operation* costs are assembled by *maintenance sections* comprised of the patrols or portions of patrols maintained by one section man.

In computing costs for each of the various accounts, such as maintenance of wearing surface, shoulders, ditches and drainage structures, and snow removal and ice control activities, all overhead and depreciation charges are distributed on the basis of the hours of labor involved in each account.

4. EXPENDITURES AND COSTS.—Table 32 shows annual cash expenditures and costs by accounts according to the biennial appropriations passed by the Seventy-second General Assembly for

TABLE 32.—EXPENDITURES AND COSTS DURING 1962 FOR HIGHWAY MAINTENANCE AND OPERATION.

Accounts	Expenditures	Costs
MAINTENANCE		
Direct charges:		
Maintenance and operation of highways	$32,111,257.22	$31,941,413.18
Administration and engineering:		
District offices	2,069,027.87	2,069,027.87
Bureau offices	268,152.21	268,152.21
Subtotal	$34,448,437.30	$34,278,593.26
Equipment	$ 2,228,575.29	[1]$ 1,544,704.69
Intradepartmental charges		
Subtotal	$ 2,228,575.29	$ 1,544,704.69
Credits		93,158.17
Total maintenance and operation (exclusive of traffic operation)	$36,677,012.59	$35,730,139.78
Total traffic operation and equipment[2]	$ 5,183,765.30	$ 4,939,411.81
Total maintenance and operation (including traffic operation)	[3]$41,860,777.89	$40,669,551.59

[1] Equipment depreciation figured on a straight line basis.
[2] A breakdown of traffic operation costs is shown in Section IX of this report.
[3] Payable from the biennial appropriation for highway maintenance and traffic operations as enacted by the 72nd General Assembly.

TABLE 33.—INTERSTATE MAINTENANCE AND OPERATION COSTS FOR 1962 (EXCLUSIVE OF EXPRESSWAY COSTS).

Class of Work	1962 Costs		
	Total	Per Cent of Total	Per Mile
Maintenance:			
Wearing surface	$133,908.43	8.44	$340.02
Shoulders, ditches, cuts, and fills	181,345.38	11.43	460.48
Large bridges—100 ft. length and over	50,132.97	3.16	[2]125.96
Culverts and other drainage facilities	22,293.73	1.40	56.61
Small bridges—less than 100 ft. length	2,005.40	0.13	5.09
Miscellaneous structures and facilities	3,441.38	0.22	8.74
Service drives	34,451.30	2.17	87.48
Total Maintenance	$427,578.59	26.95	$1,085.72
Operation:			
Cutting and clearing vegetation	$374,199.18	23.58	$950.18
Snow removal and ice control	343,797.17	21.67	872.98
Clearing dirt and debris	208,845.50	13.16	530.30
Roadside planting maintenance	65,554.64	4.13	166.46
Upkeep of guardfence	46,542.27	2.93	118.18
Subway and drainage pumping	1,649.35	0.11	4.19
Electric lighting (5)	----------	----------	----------
Traffic operation (3) (4)	118,512.34	7.47	300.93
Total operation	$1,159,100.45	73.05	$2,943.22
Total highway maintenance and operation	$1,586,679.04	100.00	$4,028.94

[1]Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.
[2] Cost per bridge—includes costs for maintenance of movable-span bridges formerly reported separately.
[3] Payable from highway traffic operations appropriation—a breakdown of traffic costs is shown in a separate table in this section.
[4] Does not include costs for maintenance or traffic operations of 82.47 miles of expressways which are reported in Table 31 of this section.
[5] Effective July 1, 1953, all highway and structure lighting was paid from traffic operations appropriation.

highway maintenance and highway traffic operations. The cash expenditures in these statements correspond to the accounts captioned Maintenance of State highways and Highway traffic control, appearing in Table 12.

The costs as shown in these tables include cash expenditures for direct charges, administration and engineering, equipment depreciation, intradepartmental charges, and various credits.

Table 34 compares the 1961 and 1962 costs for highway maintenance and operation, including traffic operation, according to type of work.

Table 35 shows the comparision of annual maintenance and operation costs for the years 1930 to 1962 inclusive.

5. LARGE BRIDGES.—Bridges with total lengths of 100 feet or more are assigned patrol designations. There are 63 bridge patrols on that part of the expressway system in Cook County now under State maintenance and 1,903 bridge patrols on other State highways. The cost of maintaining large bridges is shown for interstate highways in Table 29; for other State highways in Table 30; and for expressways, in Table 31.

TABLE 34.—COMPARISON OF REGULAR HIGHWAY MAINTENANCE AND OPERATION COSTS FOR 1961 AND 1962.
(1961 Costs include interstate; 1962 Costs do not)

Class of Work	1961 Costs[1]			1962 Costs[1]			Increase or Decrease	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Maintenance:								
Wearing surface	$ 8,140,651.93	25.27	$ 555.85	$10,876,840.84	29.97	$ 759.72	+$2,736,188.91	+$203.87
Shoulders, ditches, cuts, and fills	4,508,842.36	14.00	307.87	4,524,858.13	12.47	316.05	+16,015.77	+8.18
Large bridges (100-ft. length and over)	550,064.83	1.71	[2]356.26	580,277.25	1.60	[2]385.57	+30,212.42	+29.31
Culverts and other drainage facilities	345,751.27	1.07	23.61	344,077.27	0.95	24.03	—1,674.00	+0.42
Small bridges (less than 100-ft. length)	64,333.89	0.20	4.39	118,965.51	0.33	8.31	+54,631.62	+3.92
Miscellaneous structures and facilities	83,032.40	0.26	5.67	42,547.50	0.12	2.97	—40,484.90	—2.70
Service drives	50,103.46	0.16	3.42	12,500.01	0.02	0.87	—37,603.45	—2.55
Total maintenance	$13,742,780.14	42.67	$ 938.36	$16,500,066.51	45.46	$1,152.48	+$2,757,286.37	+$214.12
Operation:								
Cutting and clearing vegetation	$ 4,957,260.94	15.39	$ 338.48	$ 4,709,957.76	12.98	$ 328.98	—$ 247,303.18	—$ 9.50
Snow removal and ice control	4,641,459.79	14.41	316.92	7,387,683.09	20.35	516.01	+2,746,223.30	+199.09
Clearing dirt and debris	3,857,991.69	11.98	263.43	2,889,331.22	7.96	201.81	—968,660.47	—61.62
Roadside planting maintenance	292,518.39	0.91	19.97	234,192.89	0.64	16.36	—58,325.50	—3.61
Upkeep of guardfence	385,208.34	1.20	26.30	318,535.94	0.88	22.25	—66,672.40	—4.05
Subway and drainage pumping	101,212.35	0.31	6.91	104,003.37	0.29	7.26	+2,791.02	+0.35
Electric lighting[5]	798.82	0.00	0.06	1,941.01	0.01	0.14	+1,142.19	+0.08
Traffic operation[3]	4,230,497.87	13.13	288.86	4,147,243.74	11.43	289.67	—83,254.13	+0.81
Total operation	$18,466,948.19	57.33	$1,260.93	$19,792,889.02	54.54	$1,382.48	+$1,325,940.83	+$121.55
Total highway maintenance and operation[4]	$32,209,728.33	100.00	$2,199.29	$36,292,955.53	100.00	$2,534.96	+$4,083,227.20	+$335.67

[1] Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.

[2] Cost per bridge—includes costs for maintenance of movable-span bridges formerly reported separately.

[3] Payable from highway traffic operations appropriation—a breakdown of traffic costs is shown in Table 45 of this report.

[4] Does not include cost for maintenance or traffic operations of 82.47 miles of expressways which are reported in Table 31 of this section.

[5] Effective July 1, 1953 all highway and structure lighting was paid from traffic operations appropriation.

TABLE 35.—COMPARISON OF ANNUAL MAINTENANCE AND HIGHWAY OPERATION COSTS 1930-1962.

Year	Mileage	Maintenance		Operation		Total Maintenance and Operation	
		Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
1930	8,519	$1,749,647.18	$205.38	$1,337,611.34	$157.02	[1]$3,087,258.52	$362.40
1931	9,530	1,958,134.12	205.47	1,328,918.40	139.45	[1]3,287,052.52	344.92
1932	10,459	2,332,253.28	222.99	1,558,649.90	149.02	[1]3,890,903.18	372.01
1933	11,234	1,819,343.39	161.95	1,162,922.67	103.52	2,982,266.06	265.47
1934	11,886	2,267,471.80	190.77	1,444,799.78	121.55	3,712,271.58	312.32
1935	12,223	2,391,909.55	195.69	1,574,893.43	128.85	3,966,802.96	324.54
1936	12,515	2,271,627.77	181.51	2,388,325.20	190.84	4,659,952.97	372.35
1937	12,742	2,935,431.25	230.38	2,365,445.29	185.64	5,300,876.54	416.02
1938	13,067	2,730,534.68	208.96	2,669,708.79	204.31	5,400,243.47	413.27
1939	13,319	3,041,150.70	228.33	2,619,706.72	196.69	[1]5,660,857.42	425.02
1940	13,558	3,079,790.06	227.16	3,253,101.04	239.94	6,332,891.10	467.10
1941	13,853	3,562,474.79	257.16	2,873,841.57	207.46	6,436,316.36	464.62
1942	13,941	3,618,649.34	259.57	3,321,607.68	238.26	6,940,257.02	497.83
1943	14,052	3,090,481.85	219.92	3,311,451.68	235.65	6,401,933.53	455.57
1944	14,093	3,485,901.75	247.36	3,536,330.40	250.94	7,022,232.15	498.30
1945	14,109	3,720,034.95	263.66	4,403,280.19	312.08	8,123,315.14	575.74
1946	14,113	4,061,284.79	287.78	4,650,465.67	329.52	8,711,750.46	617.30
1947	14,125	4,942,038.49	349.87	5,766,839.11	408.26	10,708,877.60	758.13
1948	14,134	6,129,120.23	433.65	6,339,784.75	448.55	12,468,904.98	882.20
1949	14,168	6,973,572.39	492.21	6,455,231.18	455.62	13,428,803.57	947.83
1950	14,224	9,355,382.15	657.70	7,201,589.64	506.29	16,556,971.79	1,163.99
1951	14,248	10,292,240.95	722.39	8,647,635.99	606.95	18,939,876.94	1,329.34
1952	14,256	11,250,460.33	789.20	9,244,739.81	648.50	20,495,200.14	1,437.70
1953	14,233	11,026,356.90	774.71	8,511,335.77	598.00	[2]19,537,692.67	1,372.71
1954	14,267	11,994,706.34	840.71	10,968,394.01	768.77	[2]22,963,100.35	1,609.48
1955	14,297	11,578,217.78	809.85	11,285,006.47	789.34	[2]22,863,224.25	1,599.19
1956	14,344	11,929,219.50	831.65	12,328,119.61	859.46	[2]24,257,339.11	1,691.11
1957	14,414	11,984,745.70	831.45	12,702,170.46	881.22	[2]24,686,916.16	1,712.67
1958	14,400	13,352,896.89	927.30	13,637,589.64	947.07	[2]26,990,486.53	1,874.37
1959	14,434	12,087,221.86	837.41	16,016,040.96	1,109.59	[2]28,103,262.82	1,947.00
1960	14,553	13,497,741.50	927.50	18,976,670.78	1,303.98	[2]32,474,412.28	2,231.48
1961	14,645	13,742,780.14	938.36	18,466,948.19	1,260.93	[2]32,209,728.33	2,199.29
1962	14,711	16,927,645.10	1,150.70	20,951,989.47	1,424.26	[2]37,879,634.57	2,574.96

Note: Prior to 1941 the yearly mileage shown does not include the mileage of detours, unpaved, and temporary routes.

[1] Corrected to agree with adjustments made in 1942.

[2] Does not include costs for maintenance or traffic operations of expressways which are reported in another table of this section.

6. SNOW REMOVAL AND ICE CONTROL.—Table 36 summarizes the cost of snow removal and ice control work for the entire State and by highway districts in three zones during 1962. Table 37 compares the weighted-average mileage and annual cost for this activity for the entire State and for the northern zone for the past thirty-two years.

A total of 125,004 tons of rock salt was applied directly on packed snow or ice during the winter months, and a total of 4,880 tons of calcium chloride was used for treatment of cinders and other abrasives for spreading on the pavements at intersections and other hazardous locations.

Storm warning services extended by two industrial meteorologist companies were again utilized during the winter season with satisfactory and worth while results.

7. EXTRAORDINARY MAINTENANCE.—Extensive maintenance projects involving large expenditures are considered as extraordinary maintenance. Such work consists of extraordinary repairs to any type of structure or roadway facility involving such quantities of material or labor which would make it unfeasible for the regular district organization to perform, or involving costs not provided for in the district budget. Maintenance work performed by private contractors is classed in this category.

TABLE 36.—COST OF REMOVING SNOW AND ICE FROM STATE HIGHWAYS.

District	Mileage	Labor Hours	Direct Labor	Direct Expense	Total Direct Cost	Equipment Depreciation	District and Bureau Overhead	Total Cost	Average Cost Per Mile
Interstate									
1	47.63	13,411	$30,732.19	$67,242.15	$ 97,974.34	$3,922.55	$3,228.71	$105,125.60	$2,207.13
2	7.36								
3	127.76	22,858	48,785.62	62,353.49	111,139.11	5,833.36	3,947.66	120,920.13	946.46
4	8.87	4,220	9,222.76	11,969.76	21,192.52	952.50	687.53	22,832.55	2,574.13
*Total for Northern Zone	191.62	40,489	$88,740.57	$141,565.40	$230,305.97	$10,708.41	$7,863.90	$248,878.28	$1,298.81
5	30.19	3,875	$ 9,393.29	$8,655.11	$18,048.40	$ 869.98	$2,017.80	$20,936.18	$693.48
6	54.39	8,407	13,827.16	2,011.92	15,839.08	1,853.42	1,525.42	19,217.92	353.34
Total for Central Zone	84.58	12,282	$23,220.45	$10,667.03	$33,887.48	$2,723.40	$3,543.22	$40,154.10	$474.75
7	34.63	6,661	$14,965.02	$6,203.63	$21,168.65	$1,364.52	$1,186.79	$23,719.96	$684.95
8	51.04	9,612	17,573.61	1,193.24	18,766.85	2,150.71	1,339.28	22,256.84	436.07
9	32.47	2,271	4,797.93	1,838.68	6,636.61	501.15	1,650.23	8,787.99	270.65
Total for Southern Zone	118.14	18,544	$37,336.56	$9,235.55	$46,572.11	$4,016.38	$4,176.30	$54,764.79	$463.56
Total for Interstate	[1]394.34	71,315	$149,297.58	$161,467.98	$310,765.56	$17,448.19	$15,583.42	$343,797.17	$871.83
Regular State									
1	1,499.08	193,406	$431,241.30	$695,831.57	$1,127,072.87	$56,568.93	$ 85,380.76	$1,269,022.56	$ 846.53
2	1,535.60	111,023	268,000.65	309,284.50	577,285.15	37,426.77	42,332.87	657,044.79	427.87
3	1,634.82	207,956	456,218.89	462,796.06	919,014.95	53,070.37	70,314.38	1,042,399.70	637.62
4	1,483.16	173,316	394,090.33	497,200.88	891,291.21	39,119.23	52,289.29	982,699.73	662.57
10	1,247.09	172,194	541,667.40	633,522.75	1,175,190.15	46,512.92	106,631.80	1,328,334.87	1,065.15
[1]Total for Northern Zone[2]	7,399.75	857,895	$2,091,218.57	$2,598,635.76	$4,689,854.33	$232,698.22	$356,949.10	$5,279,501.65	$713.47
5	1,780.25	135,187	315,025.81	225,026.76	540,052.57	30,350.65	50,072.20	620,475.42	348.53
6	1,397.09	138,603	238,283.26	266,123.49	504,406.75	30,556.69	44,130.52	579,093.96	414.50
Total for Central Zone	3,177.34	273,790	$553,309.07	$491,150.25	$1,044,459.32	$60,907.34	$94,202.72	$1,199,569.38	$377.54
7	1,126.82	57,264	$131,329.58	$119,729.14	$251,058.72	$11,730.63	$19,565.10	$282,354.45	$250.58
8	1,503.20	93,012	174,490.11	189,446.80	363,936.91	20,811.73	33,631.81	418,380.45	278.33
9	1,109.86	47,090	105,417.47	75,464.56	180,882.03	10,391.49	16,603.64	207,877.16	187.30
Total for Southern Zone	3,739.88	197,366	$411,237.16	$384,640.50	$795,877.66	$42,933.85	$69,800.55	$908,612.06	$242.95
Total for Regular State	14,316.97	1,329,051	$3,055,764.80	$3,474,426.51	$6,530,191.31	$336,539.41	$520,952.37	$7,387,683.09	$516.01
Expressways									
10 Expressways	82.47	68,126	$217,112.76	$371,581.25	$588,694.01	$24,971.66	$38,854.58	$652,520.25	$7,912.21

[1] Contains 0.52 for detours.

TABLE 37.—COMPARISON OF ANNUAL SNOW REMOVAL AND ICE CONTROL COSTS 1931-1962.

Year	For Entire State			For Northern Zone Only		
	Miles Reported	Total Cost	Cost Per Mile	Miles Reported	Total Cost	Cost Per Mile
1931	5,944.40	$ 289,915.67	$ 48.77	4,362.06	$ 240,903.51	$ 55.23
1932	8,499.36	279,710.14	32.91	6,565.95	206,045.27	37.02
1933	7,255.60	230,684.53	31.93	4,918.07	194,962.85	39.64
1934	9,159.49	270,675.51	29.55	5,312.61	172,411.55	52.45
1935	9,516.82	419,872.34	44.12	5,750.52	321,588.88	55.92
1936	12,693.90	1,098,427.54	87.01	6,930.00	806,784.24	116.42
1937	12,831.64	674,985.18	52.60	7,031.49	429,241.04	61.05
1938	13,175.75	593,173.22	45.02	7,186.40	458,994.91	63.87
1939	13,378.67	625,905.25	46.78	7,251.10	434,373.90	59.90
1940	13,615.49	1,109,962.53	81.52	7,351.29	719,854.25	97.92
1941	13,852.98	710,839.77	51.31	7,444.68	545,360.40	73.26
1942	13,940.95	847,779.92	60.81	7,475.51	587,462.68	78.58
1943	14,052.40	889,063.48	63.27	7,510.40	695,844.49	92.65
1944	14,092.54	849,457.98	60.28	7,524.38	568,333.34	75.53
1945	14,109.26	1,321,678.97	93.67	7,533.07	899,401.49	119.39
1946	14,112.63	1,106,379.30	78.40	7,528.65	742,121.84	98.57
1947	14,125.35	1,591,399.16	112.66	7,539.85	1,225,436.24	162.53
1948	14,133.95	1,747,642.76	123.65	7,543.44	1,236,310.15	163.89
1949	14,167.90	2,080,265.35	146.83	7,543.39	1,566,023.89	207.60
1950	14,224.37	2,281,113.17	160.37	7,549.64	1,621,433.03	214.77
1951	14,247.54	3,108,455.28	218.17	7,555.10	2,216,405.30	293.37
1952	14,255.57	3,166,286.93	222.11	7,558.39	2,254,554.09	298.28
1953	14,232.91	2,130,092.51	149.66	7,527.05	1,464,028.79	194.50
1954	14,267.41	2,408,941.59	168.84	7,539.21	1,758,156.08	233.20
1955	14,296.73	3,238,918.88	226.55	7,534.88	2,205,043.94	292.64
1956	14,344.06	3,141,550.47	219.01	7,550.62	2,006,771.16	265.78
1957	14,414.25	3,607,152.08	250.25	7,577.97	2,344,306.69	309.36
1958	14,399.75	3,682,249.99	255.72	7,551.42	2,560,757.60	339.11
1959	14,434.12	4,848,497.71	335.91	7,546.71	3,409,560.55	451.79
1960	14,552.86	6,501,513.74	446.75	7,580.21	4,556,140.51	601.06
1961	14,645.49	4,641,459.79	316.92	7,596.24	2,701,978.65	355.70
1962	14,710.79	7,731,480.26	525.57	7,591.37	5,528,379.93	728.25

Note: Costs subsequent to 1952 do not include cost of removing snow and ice from expressways.

The quantities of extraordinary maintenance work completed during 1962 are shown in the following tabulation:

Item	Quantity
Pavement replacement—with portland cement contrete:	
By maintenance forces	37,583 sq. yds.
By contract	37,056 sq. yds.
Pavement replacement—with bituminous mixtures:	
By maintenance forces	217,304 sq. yds.
By contract	8,157 sq. yds.
Intermittent resurfacing:	
By contract	1,270,813 sq. yds.
Pavement undersealing:	
By maintenance forces	800 sq. yds.
By contract	19,286 sq. yds.
Shoulder improvements	1,498,263 sq. yds.
Cleaning and painting steel bridges:	
By maintenance forces	277.6 tons
By contract	10,913.9 tons
Repairs to low-type surfaced roads	868,055 sq. yds.
Seal coat on low-type surfaced roads	277,354 sq. yds.
Cutting backslopes, removing slides, and other earthwork	485,631 cu. yds.
Emergency bridge repairs—by contract	54 bridges
Tree removal (mainly dead or disease-infested elms):	
By maintenance forces	92,153 in. dia.
By contract	107,279 in. dia.
Bituminous resurfacing:	
By maintenance forces	4,040 sq. yds.

8. STAGE CONSTRUCTION.—A total of 7.98 miles of roads in the process of stage construction was under maintenance during the year. The total cost of such maintenance was $1,554.21.

9. MUNICIPAL STREET MAINTENANCE.—The maintenance of streets in the municipalities for which the State has the maintenance obligation is performed directly by State maintenance forces or by the municipalities under the supervision of, and in agreement with, the Division of Highways. In the latter case, the municipalities are reimbursed by the State for the expense incurred. The funds for maintaining these urban streets and portions of beltlines or bypasses within the municipal limits are provided by appropriations from the Road Fund.

In 1962, 758.84 miles of city streets, beltlines, and bypasses were maintained in this manner, of which 632.85 miles were maintained by the municipalities under agreement with the Division, and the remaining 125.99 miles were maintained directly by State forces. The total cost of such maintenance was $586,479.91.

10. ADDITIONS AND BETTERMENTS.—Work performed under authorization and classed as *additions and betterments* consists of capital improvements added to the highway facilities to modernize them, reduce highway hazards, or decrease maintenance expense. Although maintenance field forces supervise and perform the work on these projects, the cost is paid from construction funds since it represents additional capital investment.

The expenditures for the various classes of additions and betterments work are shown in the following tabulation:

Reserve Fund	Amount
Regular A & B construction	$169,308.58
Reconstruction A & B	34,716.13
State-aid A & B	26,779.85
City and beltline A & B	2,431.87
Total	$233,236.43

11. PERMITS.—Permits to install sewers, water and gas mains, pole lines, and work of the same nature on State highway right-of-way are supervised by the Bureau of Maintenance. During the year, 7,980 such permits were granted. This total does not include 2,090 access permits issued.

12. Day Labor.—The Day Labor Section of the Bureau of Maintenance operated in each of the ten highway districts and completed 147 jobs, including 62 bridge repair projects. A summary of the principal items completed is shown in the following tabulation:

Item	Quantity
Bituminous surfaces:	
Seal coat (19 jobs)	794, 921 sq. yds.
I-11 surface	1, 446 tons
Scarify and re-lay base	3, 363 sq. yds.
Bituminous undersealing of pavement:	
Holes drilled	41, 016 each
Asphalt pumped in place	648, 996 gallons
Guardfence:	
Removal	101, 061 lin. ft.
Guardposts removed	336 each
Steel plate erected	90, 610 lin. ft.
Cable fence erected	22, 978 lin. ft.
Guideposts erected	21 each
Delineator posts and crystal reflectors erected	54 each
Guardposts erected	60 each
Excavation:	
Earth	70, 921 cu. yds.
Borrow	1, 269 cu. yds.
Special	3, 478 cu. yds.
Channel	1, 138 cu. yds.
Riprap	30 cu. yds.
Pavement:	
PCC pavement removal and replacement	8, 159 sq. yds.
PCC pavement base course	1, 084 sq. yds.
Gravel or crushed-stone base course	9, 048 tons
Gravel or crushed-stone surface course	1, 801 tons
Partial depth PCC patching	2, 224 sq. yds
Gravel or crushed-stone shoulders	13, 872 cu. yds
PCC pavement removal	1, 601 sq. yds
Pavement expansion joints cut and filled	12, 192 lin. ft.
Rumble strip surface applied	7, 512 sq. yds.
Pipe culverts and storm sewers:	
Pipe culverts	481 lin. ft.
Storm sewers	3, 448 lin. ft.
Corrugated metal pipe	229 lin. ft.
Cleaning pipe culverts	2, 380 lin. ft.
Perforated metal pipe under drains	1, 204 lin. ft.
Portland cement concrete:	
Class X concrete	1, 548 cu. yds.
Bridge handrail concrete	8 cu. yds.
Concrete curb and gutter	3, 360 lin. ft.
Concrete paved ditch	1, 930 lin. ft.
Concrete sidewalk	108 sq. ft.
Concrete slopewell	85 sq. yds.
Gunnite concrete	537 sacks
Granular backfill:	
Trench backfill	908 cu. yds.
Granular backfill	938 cu. yds.
Bridge repairs (62 jobs):	
Structural steel	129, 262 lbs.
Reinforcing steel	56, 802 lbs.
Expansion bolts	319 each
Anchor bolts	232 each
High tensile steel bolts	96 each
Treated timber	540 ft. b.m.
Untreated timber	4, 350 ft. b.m.
Steel bridge railing	957 lin. ft.
Remove damaged steel	4, 991 lbs.
Bridge deck coating with emulsion sand mixture	9, 684 gallons
Bridge rockers reset	32 each
Dismantle and remove damaged bridge superstructures	2 each
Landscaping:	
Complete seeding	9.4 acres
Agricultural limestone	20 tons
Asphalt bound mulch	15 tons
Fertilizer nutrients	1 ton
Miscellaneous:	
Tree removal	20, 222 in. dia.
Gutter removal	2, 423 lin. ft.
Concrete removal	2, 466 cu. yds.
Manholes	8 each
Inlets	1 each
Right-of-way markers	12 each
Calcium chloride applied	2 tons
Catch basins	15 each
Pavement fabric	213 sq. yds.
Sheet piling driver	570 sq. ft.
Frames and grates removed and replaced	17 each

VIII. RESEARCH AND PLANNING

1. GENERAL.—The Bureau of Research and Planning is responsible for conducting most of the research activity of the Division of Highways either directly or with the cooperation of other agencies.

To facilitate the administration of the many phases of highway research, the Bureau was divided into two branches on September 16, 1962; the Planning Branch and the Research Branch. Two assistants to the Engineer of Research and Planning were appointed, one for each of these branches. In addition three units are directly responsible to the Engineer of Research and Planning. They are; the Electronic Computer Unit, the Chicago Urban Research Section, and the Expressway Surveillance Study.

2. PLANNING BRANCH.—The Planning Branch contains three sections, (1) Urban Planning, (2) Economic Research, and (3) Planning and Programing.

(a) *Urban Planning.*—The Urban Planning Section was established on July 2, 1962 as one of the sections in the Bureau of Research and Planning. It includes three units, that of *Land Use, Traffic,* and *Facility Planning.*

The work of the *Land Use Planning Unit* includes furnishing guidance; in urban population forecasts, social and economic development, and land use, especially with attention to land use as it affects urban highways and transportation systems.

The *Traffic Planning Unit* is responsible for urban traffic projections, for the assignment of traffic to existing highways and to proposed new facilities, for the analyses of capacities of highway systems, and for research into traffic planning methods being used.

The *Facility Planning Unit* is responsible for guidance and review of geometrics involved in existing and proposed improvement, and for structural and economic feasibility of urban transportation proposals.

Generally the Urban Planning Section will cooperate with the comprehensive urban planners by assisting in the preparation of sound transportation plans, integrated in the overall urban plan, and compatible to the State highway system.

An urban plan will be developed for each of the 202 urban places in Illinois (places of 5,000 population or more), and although these plans may entail a comprehensive study of many urban problems, each study will include a plan for development of streets and highways in the area. The duties of the Urban Planning Section will include:

(1) Assisting in formulating policies on urban transportation systems;

(2) Prepare and keep current long-range transportation plans for the systematic and coordinated development of transportation systems that will promote better traffic service for State as well as local interests;

(3) To develop procedures for cooperative relationships between State and local governmental units;

(4) To extend technical assistance and advice in local transportation planning; and

(5) To participate in special studies and research concerning the policies and techniques of urban transportation planning.

This Section has been staffed by people with training and experience in urban planning, traffic engineering, and highway design. These people, as well as representatives from the districts assigned to urban transportation problems, attended a two-week course in city planning held at the Northwestern University Traffic Center in June of 1962.

The accomplishments of this section in 1962 included cooperation, review, and supervision of a planning study under way in Madison and St. Clair Counties; a transportation study of Fox River Valley; one in Lake County; another for Bloomington-Normal area; and one for Mt. Vernon. It is anticipated that most of the work on these studies will be completed in 1963.

In the Lake County Transportation Study which is being conducted by the Division of Highways in cooperation with the Lake County Planning Commission, new methods and techniques are being used which make this a pilot study for other future urban transportation plans.

Assistance was given the commission making the Greater Egypt Regional Plan and additional data will be furnished in 1963 when it is needed by the Commission.

This Section also made an inventory and evaluation of existing urban plans; aided in the study of land development at freeway interchanges; and released educational material in urban planning to the districts and to other governmental and community planning agencies.

(b) *Economic Research.*—The Economic Research Section includes: the Road Inventory Unit and the Traffic Unit.

The *Road Inventory Unit* keeps current data pertaining to mileages and physical features of rural highways and municipal streets. A ground survey of the road and streets for ten counties was completed with records made of their mileages, surface types, widths, and structures, as well as the adjacent cultural features which they serve. For the remaining 92 counties inventory information was revised to reflect the changes in surface types, cultural features, and opening or closing of roads, as determined from available knowledge without a complete ground survey. This new and revised information was compiled into several tables which also reflect the changes in highway systems, corporate and urban limits, and township and road district lines.

Inventory information was recorded by the four following highway systems as established in the Illinois Highway Code.

TABLE 38.—MILEAGE OF HIGHWAYS AND STREETS IN ILLINOIS BY COUNTY AND SYSTEM, AT DECEMBER 31, 1962.

County	Code	Highway System															Total All Mileage
		State							County				Local[3]				
		Primary			Supplementary												
		Paved[1]	Low-type Surface[2]	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	
Adams	Rural	131.32	1.19	132.51	10.90	0.23	------	11.13	----------	375.86	------	375.86	1.73	919.96	108.09	1,029.78	1,549.28
	Municipal	12.05	1.22	13.27	1.96	----------	------	1.96	1.09	7.00	------	8.09	----------	----------	----------	152.45	175.77
Alexander	Rural	35.85	12.89	48.74	2.16	0.70	------	2.86	0.02	69.79	------	69.81	----------	234.13	13.28	247.41	368.82
	Municipal	5.37	1.87	7.24	1.12	----------	------	1.12	----------	1.77	------	1.77	----------	----------	----------	45.87	56.00
Bond	Rural	69.15	----------	69.15	10.20	0.16	------	10.36	0.18	116.80	------	116.98	0.97	448.34	72.57	521.88	718.37
	Municipal	10.59	----------	10.59	3.21	----------	------	3.21	----------	1.17	------	1.17	----------	----------	----------	56.71	71.68
Boone	Rural	56.19	----------	56.19	0.33	0.02	------	0.35	0.39	86.34	------	86.73	0.47	373.83	5.06	379.36	522.63
	Municipal	4.90	----------	4.90	----------	----------	------	----------	----------	1.75	------	1.75	----------	----------	----------	50.59	57.24
Brown	Rural	24.16	11.67	35.83	3.32	10.38	------	13.70	----------	74.74	0.17	74.91	----------	307.49	68.01	375.50	499.94
	Municipal	3.30	0.52	3.82	0.86	0.19	------	1.05	----------	0.40	------	0.40	----------	----------	----------	22.10	27.37
Bureau	Rural	160.08	2.08	162.16	17.18	----------	------	17.18	0.02	315.63	------	315.65	0.03	973.08	42.26	1,015.37	1,510.36
	Municipal	19.58	----------	19.58	2.91	0.81	------	3.72	----------	6.38	------	6.38	----------	----------	----------	153.87	183.55
Calhoun	Rural	14.34	15.62	29.96	0.07	3.20	------	3.27	----------	57.91	------	57.91	----------	218.32	27.12	245.44	336.58
	Municipal	2.70	0.82	3.52	0.30	0.77	------	1.07	----------	0.99	------	0.99	----------	----------	----------	18.45	24.03
Carroll	Rural	88.79	----------	88.79	9.90	----------	------	9.90	----------	118.16	------	118.16	1.32	482.18	48.16	531.66	748.51
	Municipal	11.77	----------	11.77	0.88	0.29	------	1.17	0.96	1.09	------	2.05	----------	----------	----------	61.80	76.79
Cass	Rural	48.09	----------	48.09	1.98	0.08	------	2.06	2.05	84.81	0.02	86.88	0.49	321.02	74.81	396.32	533.35
	Municipal	5.25	----------	5.25	0.70	----------	------	0.70	----------	0.98	------	0.98	----------	----------	----------	68.32	75.25
Champaign	Rural	140.10	----------	140.10	217.93	7.95	0.07	225.95	----------	78.98	------	78.98	8.46	1,370.00	147.33	1,525.79	1,970.82
	Municipal	22.26	----------	22.26	19.01	0.17	------	19.18	----------	4.76	------	4.76	----------	----------	----------	318.18	364.38
Christian	Rural	89.21	----------	89.21	16.97	----------	------	16.97	----------	135.45	------	135.45	2.22	1,069.11	104.31	1,175.64	1,417.27
	Municipal	13.89	----------	13.89	2.22	----------	------	2.22	0.77	5.97	------	6.74	----------	----------	----------	139.89	162.74
Clark	Rural	66.55	----------	66.55	15.29	3.45	------	18.74	0.94	155.76	------	156.70	0.14	666.57	90.78	757.49	999.48
	Municipal	3.73	----------	3.73	4.72	0.13	------	4.85	----------	0.59	------	0.59	----------	----------	----------	61.29	70.46
Clay	Rural	42.17	----------	42.17	1.63	25.00	------	26.63	----------	130.30	0.53	130.83	----------	545.28	181.11	726.39	926.02
	Municipal	3.92	----------	3.92	3.44	0.96	------	4.40	----------	1.72	------	1.72	----------	----------	----------	55.01	65.05
Clinton	Rural	85.46	----------	85.46	17.13	0.24	------	17.37	0.31	103.79	0.49	104.59	0.60	501.00	104.24	605.84	813.26
	Municipal	10.07	----------	10.07	0.83	----------	------	0.83	0.58	1.91	------	2.49	----------	----------	----------	93.34	106.73
Coles	Rural	74.34	----------	74.34	53.99	16.04	------	70.03	20.26	102.11	------	122.37	16.47	686.57	47.49	750.53	1,017.27
	Municipal	13.50	----------	13.50	2.74	0.18	------	2.92	1.64	0.36	------	2.00	----------	----------	----------	138.16	156.58

Cook	Rural	293.40	----------	293.40	214.05	7.13	------	221.18	39.05	326.18	0.62	365.85	7.10	609.98	17.57	634.65	1,515.08
	Municipal	576.30	7.09	583.39	544.52	5.77	------	550.29	83.59	149.56	0.83	233.98	----------	----------	----------	6,412.24	7,779.90
Crawford	Rural	48.70	----------	48.70	8.16	2.73	------	10.89	----------	153.03	------	153.03	0.08	609.83	38.63	648.54	861.16
	Municipal	3.84	----------	3.84	1.55	0.20	------	1.75	----------	1.19	------	1.19	----------	----------	----------	74.89	81.67
Cumberland	Rural	59.02	----------	59.02	3.18	7.84	------	11.02	----------	105.32	------	105.32	0.03	427.25	108.57	535.85	711.21
	Municipal	7.38	----------	7.38	2.09	0.11	------	2.20	----------	2.82	------	2.82	----------	----------	----------	31.66	44.06
DeKalb	Rural	100.39	----------	100.39	9.52	0.13	------	9.65	0.27	150.71	------	150.98	0.25	807.02	22.39	829.66	1,090.68
	Municipal	15.49	----------	15.49	1.01	----------	------	1.01	----------	1.70	------	1.70	----------	----------	----------	140.94	159.14
DeWitt	Rural	81.68	----------	81.68	0.07	----------	------	0.07	0.07	91.14	------	91.21	----------	550.04	36.61	586.65	759.61
	Municipal	7.10	----------	7.10	0.95	----------	------	0.95	----------	3.01	------	3.01	----------	----------	----------	68.36	79.42
Douglas	Rural	65.87	----------	65.87	36.98	----------	------	36.98	3.02	74.64	------	77.66	5.96	591.57	37.35	634.88	815.39
	Municipal	3.36	----------	3.36	4.09	----------	------	4.09	----------	0.52	------	0.52	----------	----------	----------	82.18	90.15
DuPage	Rural	151.64	0.55	152.19	19.50	4.41	------	23.91	4.69	167.99	------	172.68	1.59	657.01	15.03	673.63	1,022.41
	Municipal	41.68	----------	41.68	14.00	0.24	------	14.24	1.14	21.46	------	22.60	----------	----------	----------	771.34	849.86
Edgar	Rural	101.03	----------	101.03	15.89	----------	------	15.89	6.14	135.07	------	141.21	10.65	845.60	36.70	892.95	1,151.08
	Municipal	9.47	----------	9.47	2.63	----------	------	2.63	0.26	1.51	------	1.77	----------	----------	----------	79.89	93.76
Edwards	Rural	32.26	----------	32.26	2.87	1.92	------	4.79	0.28	60.70	------	60.98	0.24	257.13	56.31	313.68	411.71
	Municipal	2.85	----------	2.85	1.12	0.84	------	1.96	----------	1.50	------	1.50	----------	----------	----------	32.52	38.83
Effingham	Rural	112.71	----------	112.71	2.58	19.01	------	21.59	0.13	144.02	------	144.15	0.01	537.81	154.75	692.57	971.02
	Municipal	13.16	0.19	13.35	0.93	1.70	------	2.63	----------	1.98	------	1.98	----------	----------	----------	87.17	105.13
Fayette	Rural	94.14	8.86	103.00	2.45	0.13	------	2.58	----------	166.77	------	166.77	0.16	849.73	258.03	1,107.92	1,380.27
	Municipal	8.52	----------	8.52	0.39	----------	------	0.39	----------	2.48	------	2.48	----------	----------	----------	64.28	75.67
Ford	Rural	123.10	----------	123.10	4.35	----------	------	4.35	----------	106.00	0.50	106.50	----------	616.14	105.44	721.58	955.53
	Municipal	6.72	----------	6.72	0.82	----------	------	0.82	----------	0.94	------	0.94	----------	----------	----------	64.72	73.20
Franklin	Rural	94.98	----------	94.98	12.00	0.02	------	12.02	1.30	152.45	------	153.75	1.12	580.29	34.07	615.48	876.23
	Municipal	19.82	----------	19.82	0.93	----------	------	0.93	----------	5.83	------	5.83	----------	----------	----------	231.88	258.46
Fulton	Rural	189.38	----------	189.38	16.65	0.21	------	16.86	1.60	234.87	0.32	236.79	1.62	804.33	138.82	944.77	1,387.80
	Municipal	14.23	----------	14.23	1.66	0.90	------	2.56	0.02	0.63	------	0.65	----------	----------	----------	159.56	177.00
Gallatin	Rural	42.92	----------	42.92	1.44	----------	------	1.44	----------	99.91	4.42	104.33	----------	265.44	57.06	322.50	471.19
	Municipal	4.33	0.17	4.50	2.35	0.09	------	2.44	----------	1.57	------	1.57	----------	----------	----------	43.43	51.94
Greene	Rural	66.71	0.19	66.90	0.53	17.20	------	17.73	0.23	149.23	------	149.46	----------	553.84	53.33	607.17	841.26
	Municipal	8.89	----------	8.89	0.24	1.42	------	1.66	----------	2.96	------	2.96	----------	----------	----------	74.68	88.19
Grundy	Rural	89.28	----------	89.28	13.24	0.29	------	13.53	----------	130.45	------	130.45	0.74	481.81	40.46	523.01	756.27
	Municipal	9.17	----------	9.17	2.23	----------	------	2.23	----------	2.52	------	2.52	----------	----------	----------	77.61	91.53
Hamilton	Rural	51.62	----------	51.62	----------	----------	------	----------	----------	134.36	2.35	136.71	----------	492.16	213.72	705.88	894.21
	Municipal	5.42	----------	5.42	----------	----------	------	----------	----------	2.29	------	2.29	----------	----------	----------	31.51	39.22
Hancock	Rural	115.08	----------	115.08	5.44	----------	------	5.44	0.40	192.19	0.07	192.66	0.24	1,003.62	110.04	1,113.90	1,427.08
	Municipal	17.65	0.56	18.21	2.75	----------	------	2.75	----------	1.51	------	1.51	----------	----------	----------	153.68	176.15
Hardin	Rural	31.44	0.96	32.40	0.19	0.55	------	0.74	----------	42.76	------	42.76	----------	176.57	7.59	184.16	260.06
	Municipal	2.13	0.84	2.97	----------	----------	------	----------	0.19	0.91	------	1.10	----------	----------	----------	19.07	23.14
Henderson	Rural	69.71	8.33	78.04	2.94	----------	------	2.94	0.12	81.28	------	81.40	0.52	350.30	86.87	437.69	600.07
	Municipal	5.78	2.44	8.22	0.12	0.20	------	0.32	0.01	0.90	------	0.91	----------	----------	----------	45.60	55.05

TABLE 38.—Continued.

County	Code	Highway System															Total All Mileage
		State							County				Local[3]				
		Primary			Supplementary												
		Paved[1]	Low-type Surface[2]	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	
Henry	Rural	197.23		197.23	56.87	1.19		58.06	0.34	153.35		153.69	0.12	1,008.26	60.90	1,069.28	1,478.26
	Municipal	17.29		17.29	2.16			2.16	0.14	2.44		2.58				188.32	210.35
Iroquois	Rural	172.33		172.33	187.54	1.47		189.01	14.71	327.59		342.30	0.62	1,277.50	218.66	1,496.78	2,200.42
	Municipal	13.53	0.44	13.97	6.37			6.37		3.66	0.09	3.75				127.92	152.01
Jackson	Rural	101.38	19.86	121.24	11.21	2.94		14.15	0.03	156.87	3.48	160.38	0.21	543.80	137.84	681.85	977.62
	Municipal	12.83	1.30	14.13	0.94	1.91		2.85		1.79		1.79				139.50	158.27
Jasper	Rural	54.29		54.29	4.33			4.33		183.58		183.58		545.38	214.58	759.96	1,002.16
	Municipal	4.85		4.85	0.79			0.79		5.16		5.16				33.17	43.97
Jefferson	Rural	72.01		72.01	7.54	0.85		8.39	1.95	250.70	2.75	255.40	0.05	647.08	255.82	902.95	1,238.75
	Municipal	10.77		10.77					0.03	7.46		7.49				104.88	123.14
Jersey	Rural	63.45	14.36	77.81	1.66	4.74		6.40	0.05	110.92		110.97		353.39	39.10	392.49	587.67
	Municipal	7.50		7.50	0.49			0.49		1.49		1.49				57.10	66.58
JoDaviess	Rural	77.38		77.38	0.35	5.03		5.38		166.91		166.91	0.02	592.52	28.37	620.91	870.58
	Municipal	9.65		9.65	0.02			0.02		4.60		4.60				78.33	92.60
Johnson	Rural	61.86		61.86		9.22		9.22	0.17	67.83		68.00	0.21	229.22	117.33	346.76	485.84
	Municipal	8.00		8.00	0.30	1.80		2.10		0.55		0.55				29.77	40.42
Kane	Rural	161.61		161.61	23.35	4.24		27.59	1.33	297.93		299.26	1.83	507.08	6.97	515.88	1,004.34
	Municipal	63.57		63.57	7.09			7.09	0.14	12.61		12.75				548.10	631.51
Kankakee	Rural	138.20	7.40	145.60	31.82	0.78		32.60		224.62	1.73	226.35	0.05	752.08	140.75	892.88	1,297.43
	Municipal	16.29		16.29	1.96			1.96		8.30		8.30				162.84	189.39
Kendall	Rural	93.76		93.76	0.23	0.59		0.82	0.23	112.94		113.17	0.09	364.02	4.87	368.98	576.73
	Municipal	6.59		6.59		0.65		0.65		0.82		0.82				48.05	56.11
Knox	Rural	124.37		124.37	1.67	0.05		1.72	1.04	255.08		256.12	1.01	781.20	93.11	875.32	1,257.53
	Municipal	20.77		20.77	1.94			1.94	0.03	2.59		2.62				200.40	225.73
Lake	Rural	249.59	1.49	251.08	26.03	1.01		27.04	1.39	192.08		193.47	3.35	624.55	11.04	638.94	1,110.53
	Municipal	98.15	3.62	101.77	19.74	0.73		20.47	0.04	33.23		33.27				851.11	1,006.62
LaSalle	Rural	285.07	0.43	285.50	21.66	1.00		22.66	0.99	364.93		365.92	4.36	1,395.74	88.57	1,488.67	2,162.75
	Municipal	29.32		29.32	5.72	0.39		6.11		5.56		5.56				341.53	382.52
Lawrence	Rural	55.73		55.73	17.11			17.11	0.14	125.77		125.91	2.81	474.13	45.43	522.37	721.12
	Municipal	3.83		3.83	2.17			2.17		0.51		0.51				61.06	67.57

Lee	Rural	125.26		125.26	33.46	0.20		33.66	1.00	198.06		199.06	0.18	818.10	93.94	912.22	1,270.20
	Municipal	8.07		8.07	2.33			2.33		1.93		1.93				105.59	117.92
Livingston	Rural	176.20		176.20	27.05	8.54		35.59	0.03	251.01	1.06	252.10	0.89	1,429.74	194.75	1,625.38	2,089.27
	Municipal	9.76		9.76	3.46			3.46		1.14		1.14				118.38	132.74
Logan	Rural	114.17		114.17	6.67	0.82		7.49	0.02	180.15		180.17	0.13	748.37	28.81	777.31	1,079.14
	Municipal	11.22		11.22	1.16	0.06		1.22	0.04	5.02		5.06				114.65	132.15
McDonough	Rural	93.06		93.06	0.66			0.66	0.59	187.10	2.28	189.97	1.83	765.33	66.16	833.32	1,117.01
	Municipal	9.40		9.40						2.34		2.34				117.99	129.73
McHenry	Rural	176.54		176.54	6.37	0.63		7.00	1.23	179.83		181.06	1.82	926.42	4.53	932.77	1,297.37
	Municipal	26.52		26.52	0.93	0.02		0.95	0.02	3.87		3.89				242.54	273.90
McLean	Rural	244.43		244.43	16.84	4.61		21.45	0 12	411.71		411.83	0.09	1,402.27	101.92	1,504.28	2,181.99
	Municipal	19.38		19.38	4.09	0.85		4.94		12.47		12.47				282.06	318.85
Macon	Rural	95.36		95.36	5.87			5.87	5.48	220.50		225.98	0.83	840.75	34.23	875.81	1,203.02
	Municipal	32.49		32.49	2.69			2.69	7.72	7.36		15.08				259.46	309.72
Macoupin	Rural	130.91	7.67	138.58	24.88	13.93		38.81	0.79	205.93	1.00	207.72	0.15	970.61	115.37	1,086.13	1,471.24
	Municipal	24.91		24.91	7.39	1.58		8.97		2.35		2.35				233.35	269.58
Madison	Rural	236.78	0.40	237.18	67.29	4.40		71.69	13.28	167.79		181.07	19.79	886.64	44.03	950.46	1,440.40
	Municipal	52.24		52.24	16.16			16.16	0.68	0.79		1.47				552.40	622.27
Marion	Rural	72.81		72.81	9.59	15.96		25.55		231.41	0.52	231.93	0.35	614.66	224.87	839.88	1,170.17
	Municipal	19.38		19.38	2.33	0.33		2.66		2.30		2.30				167.77	192.11
Marshall	Rural	77.69	7.66	85.35	2.55	5.37		7.92		109.60		109.60		426.79	26.10	452.89	655.76
	Municipal	7.17	1.52	8.69	0.03			0.03		0.42		0.42				52.68	61.82
Mason	Rural	81.68		81.68	3.73			3.73	2.16	120.19	1.34	123.69	0.31	474.42	181.72	656.45	865.55
	Municipal	6.53		6.53	0.45			0.45	0.60	3.00		3.60				71.82	82.40
Massac	Rural	31.22	3.78	35.00	0.08	1.06		1.14		67.39		67.39		293.73	19.31	313.04	416.57
	Municipal	3.63		3.63	0.06			0.06		2.13		2.13				41.76	47.58
Menard	Rural	44.57	0.08	44.65	5.14	0.49		5.63		83.18		83.18		353.37	34.55	387.92	521.38
	Municipal	3.74		3.74	1.13			1.13		1.62		1.62				39.77	46.26
Mercer	Rural	68.08		68.08	9.14			9.14	0.28	148.53		148.81	0.17	632.67	89.95	722.79	948.82
	Municipal	5.78		5.78	1.19			1.19		5.08		5.08				82.91	94.96
Monroe	Rural	49.18		49.18	3.71	0.02		3.73	0.03	74.47	0.64	75.14	0.02	388.41	41.48	429.91	557.96
	Municipal	6.24		6.24	1.31			1.31								39.21	46.76
Montgomery	Rural	78.12	13.61	91.73	19.19	0.01		19.20	0.32	185.62	0.07	186.01	0.03	907.84	117.82	1,025.69	1,322.63
	Municipal	14.87	1.23	16.10	2.97	0.02		2.99		6.76		6.76				178.92	204.77
Morgan	Rural	99.92		99.92	15.15	0.33		15.48		164.98		164.98		630.46	92.60	723.06	1,003.44
	Municipal	10.93		10.93	3.54	0.40		3.94		2.06		2.06				117.06	133.99
Moultrie	Rural	67.86		67.86	16.93			16.93		55.15		55.15	0.17	495.41	32.24	527.82	667.76
	Municipal	5.99		5.99	0.76			0.76		1.02		1.02				55.64	63.41
Ogle	Rural	156.04		156.04	4.78	5.35		10.13		267.18	2.74	269.92	0.03	867.87	47.71	915.61	1,351.70
	Municipal	13.07		13.07						1.91		1.91				101.98	116.96
Peoria	Rural	154.76		154.76	31.31	0.45		31.76	1.17	313.03		314.20	6.37	680.28	49.46	736.11	1,236.83
	Municipal	37.53		37.53	10.20	0.25		10.45	0.01	10.16		10.17				353.36	411.51
Perry	Rural	84.23		84.23	0.40			0.40	0.05	136.12		136.17		387.88	114.50	502.38	723.18
	Municipal	9.10		9.10	0.15			0.15	0.74	0.43		1.17				78.64	89.06
Piatt	Rural	76.67		76.67	35.07			35.07		71.76		71.76	0.62	587.67	54.33	642.62	826.12
	Municipal	3.71		3.71	4.26	0.06		4.32		1.46		1.46				63.52	73.01
Pike	Rural	97.22	28.33	125.55	6.98	12.80		19.78	0.20	155.41	0.81	156.42		899.62	121.93	1,021.55	1,323.30
	Municipal	9.52	2.73	12.25	1.41	0.82		2.23	0.15	7.46		7.61				93.92	116.01

TABLE 38.—Concluded.

County	Code	Highway System															Total All Mileage
		State							County				Local[3]				
		Primary			Supplementary												
		Paved[1]	Low-type Surface[2]	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	
Pope	Rural	48.49	----------	48.49	0.16	0.37	------	0.53	----------	47.96	------	47.96	0.09	295.93	61.92	357.94	454.92
	Municipal	1.11	----------	1.11	----------	----------	------	----------	----------	1.02	------	1.02	----------	----------	----------	11.76	13.89
Pulaski	Rural	34.62	2.11	36.73	1.99	----------	------	1.99	0.10	44.66	0.50	45.26	0.92	194.70	47.00	242.62	326.60
	Municipal	7.95	0.43	8.38	0.22	----------	------	0.22	0.03	1.58	------	1.61	----------	----------	----------	41.85	52.06
Putnam	Rural	39.18	11.25	50.43	0.40	----------	------	0.40	----------	38.64	------	38.64	----------	175.54	13.08	188.62	278.09
	Municipal	1.23	----------	1.23	----------	----------	------	----------	----------	0.46	------	0.46	----------	----------	----------	29.96	31.65
Randolph	Rural	103.51	----------	103.51	3.39	3.52	------	6.91	----------	163.40	1.71	165.11	0.25	563.09	88.91	652.25	927.78
	Municipal	19.94	0.04	19.98	2.62	0.72	------	3.34	----------	1.70	------	1.70	----------	----------	----------	121.48	146.50
Richland	Rural	35.13	----------	35.13	0.72	----------	------	0.72	----------	137.49	0.50	137.99	----------	485.63	116.12	601.75	775.59
	Municipal	6.14	----------	6.14	----------	0.48	------	0.48	----------	2.82	0.31	3.13	----------	----------	----------	63.70	73.45
Rock Island	Rural	113.84	0.10	113.94	41.86	1.12	------	42.98	0.01	172.75	------	172.76	1.53	370.43	43.88	415.84	745.52
	Municipal	44.81	0.03	44.84	20.98	----------	------	20.98	1.01	6.19	------	7.20	----------	----------	----------	382.67	455.69
St. Clair	Rural	201.07	0.02	201.09	22.45	2.13	------	24.58	24.25	183.68	0.37	208.30	5.49	743.79	38.84	788.12	1,222.09
	Municipal	78.53	----------	78.53	24.02	----------	------	24.02	3.75	17.77	------	21.52	----------	----------	----------	592.37	716.44
Saline	Rural	83.75	----------	83.75	4.47	2.79	------	7.26	2.02	131.59	1.98	135.59	2.31	473.51	63.01	538.83	765.43
	Municipal	8.70	----------	8.70	0.50	----------	------	0.50	0.35	2.02	------	2.37	----------	----------	----------	101.64	113.21
Sangamon	Rural	180.63	----------	180.63	50.93	2.48	------	53.41	0.20	243.42	0.50	244.12	2.06	1,081.33	53.95	1,137.34	1,615.50
	Municipal	32.17	----------	32.17	11.57	0.19	------	11.76	1.42	10.10	------	11.52	----------	----------	----------	324.26	379.71
Schuyler	Rural	81.56	7.55	89.11	14.98	0.48	------	15.46	4.41	95.50	0.40	100.31	0.44	441.92	102.59	544.95	749.83
	Municipal	2.77	0.70	3.47	1.32	----------	------	1.32	----------	0.90	------	0.90	----------	----------	----------	19.18	24.87
Scott	Rural	37.68	----------	37.68	3.95	7.85	------	11.80	----------	65.15	------	65.15	----------	228.50	54.57	283.07	397.70
	Municipal	4.22	----------	4.22	0.42	----------	------	0.42	0.01	5.33	------	5.34	----------	----------	----------	26.48	36.46
Shelby	Rural	85.11	----------	85.11	3.37	----------	------	3.37	----------	225.40	1.13	226.53	0.12	1,082.65	130.06	1,212.83	1,527.84
	Municipal	6.00	----------	6.00	1.10	1.28	------	2.38	----------	2.62	------	2.62	----------	----------	----------	96.64	107.64
Stark	Rural	63.10	----------	63.10	2.67	----------	------	2.67	0.33	104.91	------	105.24	0.48	325.10	36.23	361.81	532.82
	Municipal	4.02	----------	4.02	----------	----------	------	----------	----------	0.07	------	0.07	----------	----------	----------	28.32	32.41
Stephenson	Rural	77.38	----------	77.38	1.01	0.24	------	1.25	0.14	245.92	------	246.06	0.20	736.09	34.86	771.15	1,095.84
	Municipal	13.27	0.16	13.43	1.52	----------	------	1.52	2.63	4.68	------	7.31	----------	----------	----------	109.60	131.86
Tazewell	Rural	124.98	1.59	126.57	7.50	1.23	0.78	9.51	1.39	180.33	------	181.72	3.17	811.59	47.50	862.26	1,180.06
	Municipal	28.98	----------	28.98	2.71	----------	------	2.71	----------	3.18	------	3.18	----------	----------	----------	279.70	314.57

Union	Rural	70.54	15.48	86.02	0.18	------	------	0.18	0.12	110.13	------	110.25	0.27	384.74	57.00	442.01	638.46
	Municipal	6.13	3.14	9.27	------	0.52	------	0.52	------	2.02	------	2.02	------	------	------	46.61	58.42
Vermilion	Rural	128.91	------	128.91	235.29	0.80	------	236.09	1.48	36.71	------	38.19	12.70	1,211.17	44.76	1,268.63	1,671.82
	Municipal	19.36	------	19.36	9.52	0.02	------	9.54	0.52	0.55	------	1.07	------	------	------	295.00	324.97
Wabash	Rural	34.37	------	34.37	2.68	0.18	------	2.86	------	73.98	------	73.98	0.19	254.93	31.68	286.80	398.01
	Municipal	5.12	------	4.12	0.71	------	------	0.71	------	0.66	------	0.66	------	------	------	41.74	48.23
Warren	Rural	88.79	------	88.79	0.60	------	------	0.60	0.24	173.58	------	173.82	1.91	661.99	99.67	763.57	1,026.78
	Municipal	6.83	------	6.83	------	------	------	------	------	1.53	------	1.53	------	------	------	67.55	75.91
Washington	Rural	106.42	------	106.42	2.30	19.06	------	21.36	------	117.42	3.87	121.29	------	479.16	179.21	658.37	907.44
	Municipal	9.55	------	9.55	0.86	0.57	------	1.43	------	1.76	------	1.76	------	------	------	66.03	78.77
Wayne	Rural	60.14	------	60.14	3.27	0.30	------	3.57	------	220.66	3.50	224.16	------	853.24	257.23	1,110.47	1,398.34
	Municipal	7.05	------	7.05	------	------	------	------	------	2.01	------	2.01	------	------	------	61.00	70.06
White	Rural	80.69	------	80.69	0.37	------	------	0.37	------	162.47	2.49	164.96	0.05	639.38	134.75	774.18	1,020.20
	Municipal	7.76	------	7.76	0.55	------	------	0.55	------	0.85	------	0.85	------	------	------	70.29	79.45
Whiteside	Rural	133.81	0.17	133.98	32.82	9.47	------	42.29	2.64	207.94	1.18	211.76	2.35	737.86	60.97	801.18	1,189.21
	Municipal	20.32	0.06	20.38	0.42	------	------	0.42	------	1.40	------	1.40	------	------	------	172.14	194.34
Will	Rural	242.40	0.59	242.99	51.86	3.78	------	55.64	1.35	260.98	0.42	262.75	1.40	1,116.78	79.14	1,197.32	1,758.70
	Municipal	46.41	1.07	47.48	20.13	------	------	20.13	0.05	8.44	0.25	8.74	------	------	------	373.96	450.31
Williamson	Rural	78.46	------	78.46	26.14	5.28	------	31.42	28.66	91.41	------	120.07	8.66	513.91	57.95	580.52	810.47
	Municipal	9.56	------	9.56	3.43	------	------	3.43	0.86	0.05	------	0.91	------	------	------	203.18	217.08
Winnebago	Rural	117.60	------	117.60	55.57	0.43	------	56.00	13.03	293.31	0.98	307.32	4.82	587.64	31.34	623.80	1,104.72
	Municipal	34.08	0.29	34.37	13.81	0.05	------	13.86	2.08	4.56	------	6.64	------	------	------	463.75	518.62
Woodford	Rural	99.91	14.18	114.09	1.19	1.49	------	2.68	2.11	144.86	0.59	147.56	0.26	651.31	38.73	690.30	954.63
	Municipal	10.43	------	10.43	1.11	0.42	------	1.53	------	1.14	------	1.14	------	------	------	87.82	100.92
Total	Rural	10,233.95	220.45	10,454.40	2,067.34	300.10	0.85	2,368.29	213.07	16,056.95	48.03	16,318.05	161.39	64,811.52	8,164.56	73,137.47	102,278.21
	Municipal	2,042.73	32.48	2,075.21	864.49	29.09	------	893.58	113.30	503.89	1.48	618.67	[3]	[3]	[3]	20,899.38	24,486.84
Total All Mileage		12,276.68	252.93	12,529.61	2,931.83	329.19	0.85	3,261.87	326.37	16,560.84	49.51	16,936.72	161.39	64,811.52	8,164.56	94,036.85	126,765.0

Note: The mileage of Illinois tollways, exclusive of ramps, which is included in this table, follows:

County	Municipal	Rural	Total
Boone	—	12.78	12.78
Cook	43.06	44.78	87.84
DuPage	2.23	17.74	19.97
Kane	0.97	21.76	22.73
Lake	1.50	22.96	24.46
McHenry	—	9.01	9.01
Winnebago	—	15.89	15.89
Total	47.76	144.92	192.68

[1] Paved includes block, brick, portland cement concrete, and high-type bituminous surfaces.

[2] Low-type surface contains low-type bituminous, gravel, crushed stone, and oiled earth.

[3] Since no breakdown of street mileage under municipal jurisdiction is available for paved, low-type, or earth, all of this mileage is entered under "Local-Total."

The *State system* includes all roads maintained by the State. This classification is subdivided into the State primary and State supplementary classes. The State primary classification includes all marked highways, all tollways, and those unmarked highways which are open to traffic, but will become a part of the marked network. Supplementary highways are other State maintained roads which are not classified as primary. The State System, as of December 31, 1962, includes 12,822.7 miles of rural highways and 2,968.8 miles within municipalities.

The *county highway system* is comprised of all rural roads and municipal extensions maintained by the county which have been designated as county highways by the county boards and approved by the Division of Highways. The total designated rural mileage of 16,558.3 includes 240.2 miles of routes on new location that are not coincident with any existing road. The rural county highway mileage as of December 31, 1962, was 16,318.1 and the mileage of the county highway extensions into municipalities was 618.7.

The *local system* is comprised of all rural roads not included in either the State or the county highway systems. In general, these roads are under the jurisdiction of the townships and road districts, but small mileages are included which were constructed and maintained jointly by several governmental and private agencies. The net mileage of roads in this system was 73,137.5 as of December 31, 1962. The municipal street system of 20,899.4 miles includes existing streets in municipalities not a part of the State or county highway systems.

Table 38 summarizes the mileages of each of these systems by county. In the tabulation which follows the total miles of rural roads in the State by surface type is shown for the years 1952-1962.

December 31	Miles of Rural Highways by Surface Type			
	Paved	Low Type	Earth	Total
1952	12,210.9	76,918.2	13,340.1	102,469.2
1953	12,262.9	77,756.3	12,214.4	102,233.6
1954	12,288.9	78,364.0	11,604.9	102,257.8
1955	12,295.9	78,914.5	11,100.9	102,311.3
1956	12,335.2	79,385.5	10,660.4	102,381.1
1957	12,346.1	80,017.0	9,985.3	102,348.4
1958	12,306.6	80,362.7	9,578.5	102,247.8
1959	12,299.3	80,696.6	9,140.2	102,136.1
1960	12,429.5	81,098.7	8,660.8	102,189.0
1961	12,569.9	81,275.7	8,392.8	102,238.4
1962	12,675.8	81,389.0	8,213.4	102,278.2

The total miles of rural highways varies each year because of changes in corporate limits, development of new subdivisions, abandonments of old locations, construction on new alignments, and new construction. The change in mileage of surface types given in the preceding tabulation shows an increase in the mileage of low type surfaced roads and a corresponding decrease in earth roads.

County maps of the general highway series are being redrafted on the polyonic projection using data obtained from aerial photographs and field inventory surveys. The 1962 series includes the following 90 county maps which have been redrafted:

Adams	DeWitt	Jefferson	Marion	St. Clair
Alexander	Douglas	Jersey	Marshall	Saline
Bond	DuPage	Kane	Mason	Sangamon
Boone	Edgar	Kankakee	Massac	Scott
Brown	Edwards	Kendall	Menard	Shelby
Bureau	Effingham	Knox	Mercer	Stark
Calhoun	Fayette	Lake	Monroe	Tazewell
Carroll	Ford	LaSalle	Montgomery	Union
Champaign	Franklin	Lawrence	Morgan	Vermilion
Christian	Fulton	Lee	Peoria	Wabash
Clark	Gallatin	Livingston	Perry	Warren
Clay	Greene	Logan	Piatt	Wayne
Clinton	Grundy	McDonough	Pike	White
Coles	Hamilton	McHenry	Pope	Whiteside
Cook	Hardin	McLean	Pulaski	Will
Crawford	Henry	Macon	Putnam	Williamson
Cumberland	Jackson	Macoupin	Randolph	Winnebago
DeKalb	Jasper	Madison	Rock Island	Woodford

The following 12 county maps have not been redrafted but show revised inventory survey data:

Cass	Iroquois	Moultrie	Richland	Stephenson
Hancock	JoDaviess	Ogle	Schuyler	Washington
Henderson	Johnson			

Supplemental maps were revised for 15 counties, and township maps for DuPage and Lake Counties. Six township maps were also prepared for Kane County.

All of the county general highway maps and supplemental maps were revised to show the changes in surface types of rural highways and revision of the corporate limits of the municipalities as reported by the districts during the year.

Other work of the inventory unit consists of completing and publishing the *Official Illinois Highway Map;* revising and reprinting the *State Total Traffic Map,* the *Commercial Traffic Map,* and the *Tractor Truck Semitrailer Traffic Map;* correcting and redrafting the *Federal-aid Primary,* the *Federal-aid Interstate,* and the *Federal-aid Secondary* maps; completing 6 city maps; and redrawing 40 traffic maps for cities.

The *Traffic Unit* of the Economic Research Section conducts studies involving traffic volume and classification, origin and destination, truck weight, interstate traffic volume and classification study for accident analysis, and related data for use in design, location, and operation of streets and highways.

The 1962 traffic volume and classification study was conducted during the year on all rural primary highways, and all primary routes through cities. One purpose of the study was to provide current data for State traffic volume maps for the rural primary system. The completed set of maps show the average daily total traffic, the average daily total commercial traffic, and the average daily tractor trailer combinations using the primary system.

In addition to the traffic information received from regularly scheduled count stations, the following counts were made to furnish information for this survey: 18,250 base station locations were counted

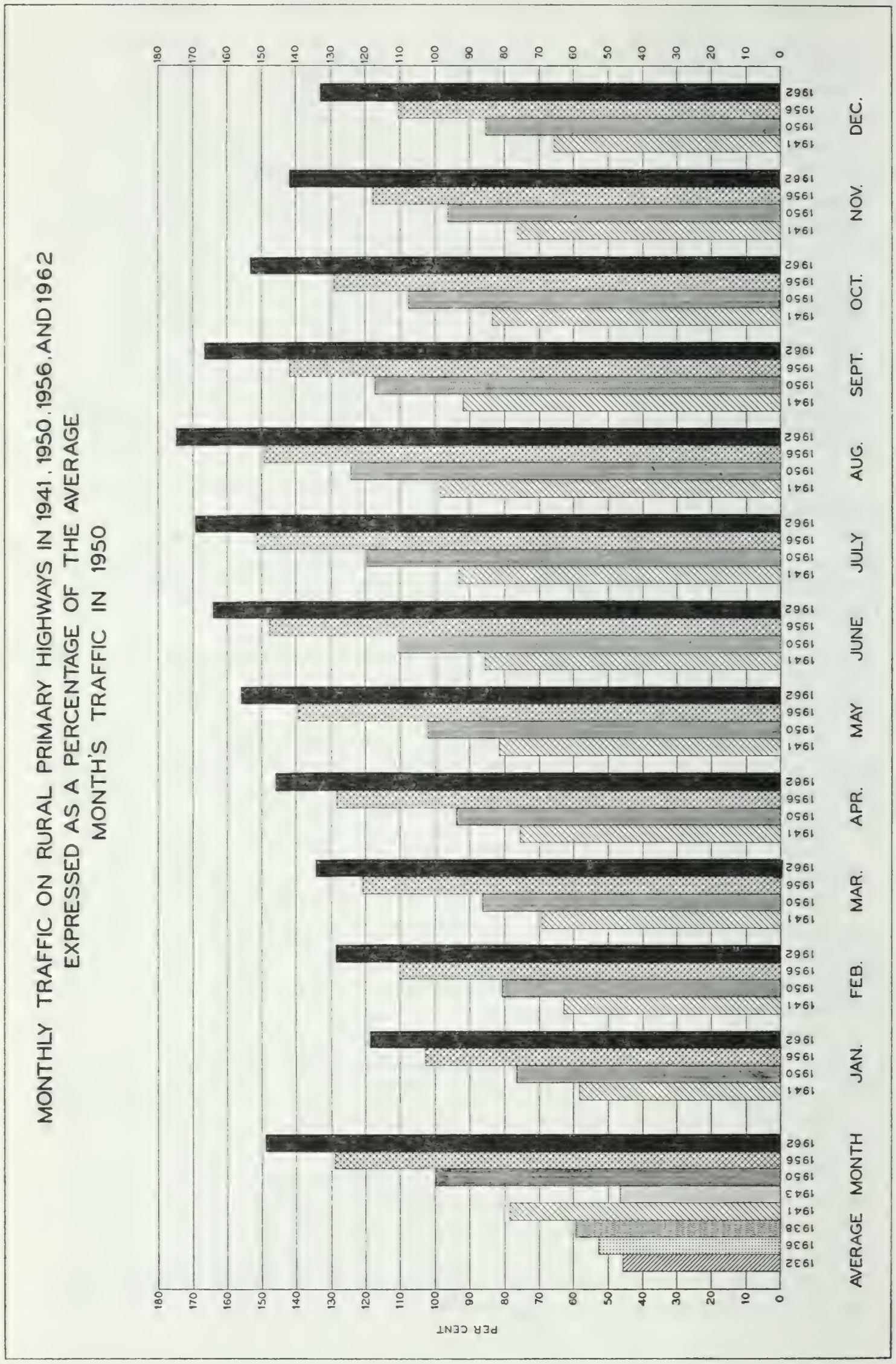

MONTHLY TRAFFIC ON RURAL PRIMARY HIGHWAYS IN 1941, 1950, 1956, AND 1962
EXPRESSED AS A PERCENTAGE OF THE AVERAGE
MONTH'S TRAFFIC IN 1950
PER CENT
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
AVERAGE MONTH
JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
AUG.
SEPT.
OCT.
NOV.
DEC.
1932
1936
1938
1941
1943
1950
1956
1962

Figure 10.

for 24 hours with non-recording counters; and 103 manual counts were made for 24 hours and 454 for 16 hours at major highway intersections.

A comparison of total traffic at 304 key station locations on rural primary highways indicated that the 1962 total traffic increased 3.4 per cent over 1961. During the same period the single-unit truck traffic increased 2.9 per cent, the large truck combination traffic increased 4.5 per cent, and passenger car traffic increased 3.3 per cent.

Monthly traffic volume counts at 90 locations on rural county highways in 1962 indicated an increase in traffic volumes of 2.6 per cent over 1961.

There were 298 machine counts and 192 manual counts at 58 interchanges to determine the traffic volume and vehicle classification on the interstate system to be used in the accident study requested by th Bureau of Public Roads.

The average monthly traffic for 1932, 1936, 1938, 1941, 1943, 1950, 1956, and 1962 and the comparison of traffic by months for 1941, 1950, 1956, and 1962 are shown in Figure 10.

An *origin and destination traffic study* was conducted during the year in cooperation with the Bureau of Public Roads to determine the impact of roadside development on traffic movements at freeway interchanges. These studies were conducted at four interchange locations; the information was coded, punched, and tabulated; and furnished to a consulting firm for analysis.

A series of travel-time studies was conducted on the highway network in southern Illinois to enable electronic computation of the traffic assignments on alternate networks. The consultant on the project was also furnished with a trip purpose tabulation which was of benefit to his traffic model development.

A factual report of the roadside interviewing in the Fox River Valley Study was prepared. The work of the consultants who prepared the following reports was reviewed and detailed comments made: the Springfield CBD Parking Study, the Bloomington-Normal Street and Highway Plan, and the Alton-East Alton Street and Highway Plan.

Truck weight surveys were conducted at 23 locations on rural and urban highways of the State primary system. From these data the average weights of loaded and empty commercial vehicles was made for 1962 and used in the comparison with similar data of previous years in Table 39.

The passenger car classification study was continued in 1962 at 23 truck weight stations. Six urban stations were counted from 6 AM to 2 PM and 17 rural stations were counted from 2 PM to 10 PM to obtain information on trends in the use of small compact cars and standard passenger cars by in-State and out-of-State registration. The studies at these locations indicated that the use of compact cars increased 32 per cent from 1961 to 1962.

(c) *Planning and Programing.*—The Planning and Programing Section contains two units: Highway Cost and Administrative Studies.

The *Highway Cost Unit* conducts annual studies of State and local governmental finance including the preparation of tables showing the collection, allocation, and expenditure of motor-user taxes;

TABLE 39.—COMPARISON OF AVERAGE WEIGHTS OF LOADED AND EMPTY COMMERCIAL VEHICLES.

Vehicle Type and Year Weighed	Total—All Vehicles		Loaded Vehicles		Empty Vehicles	
	Distribution by Vehicle Type	Average Weight	Per Cent of Total Vehicles Weighed	Average Weight	Per Cent of Total Vehicles Weighed	Average Weight
	Per Cent	Pounds	Per Cent	Pounds	Per Cent	Pounds
Single-Unit Trucks						
Year 1962	[2]62.34	8,648	51.08	10,752	48.92	6,430
Year 1959	[2]60.49	9,299	59.41	11,518	40.59	6,034
Year 1942	71.00	9,233	54.74	11,633	45.26	6,330
Year 1936	79.67	7,690	63.52	8,975	36.48	5,452
Tractor-Truck Semitrailers						
Year 1962	[2]37.42	41,449	72.77	48,255	27.23	23,276
Year 1959	[2]39.51	38,808	72.70	45,169	27.30	21,864
Year 1942	27.56	26,090	68.48	30,676	31.52	16,144
Year 1936	18.42	22,212	79.78	24,868	20.22	11,736
Trailer Combinations[1]						
Year 1962	[2]0.24	35,756	62.07	40,585	37.93	27,180
Year 1959	[2]0.49	38,782	71.19	40,561	28.81	26,588
Year 1942	1.44	25,807	59.26	32,613	40.74	15,909
Year 1936	1.91	24,588	59.26	31,881	40.74	13,982

[1] Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers.
[2] Percentage distribution by vehicle type of all vehicles for the years 1959 and 1962 was made from the key station summaries for 1959 and 1962.

compiles, edits, and publishes the Annual Report of the Division of Highways, the Illinois Highway Story, and miscellaneous publications of the Division; makes periodic revision of road life data, motor fuel consumption, and financial forecasts; and makes studies of deficiencies on State highways of Illinois. Most of these studies are made with the cooperation and participation of the Federal Bureau of Public Roads.

The *local finance study* involves the collection and analysis of data concerning the financial tranactions of counties, cities, and townships for roads, streets, and related purposes. In 1962 the tabulations for the 1960 fiscal year were completed and a summary of these data is published on pages 184 and 185 of the 1961 Annual Report. The information for the 1961 fiscal year was completed in 1963 and a summary of this information is shown in Table 40 of this report. A comparison of highway financial information of all governments in Illinois for the period 1956 to 1961 is given in Table 41.

State highway finance studies consist of gathering and analyzing information from other departments of the State and from the Bureau of Administrative Service. They entail compiling data concerning the collection, allotment, and refund of motor fuel taxes; summarizing information concerning the State registration of motor vehicles and the revenue derived from this source; and showing by tables and charts the financial transactions of the State for highway purposes. During 1962 information for the 1961 year was completed and reported for State and Federal publications.

The *1961 Annual Report* of the Division of Highways was assembled, edited, and transmitted to the printer. In addition the 1960 Annual Report was released to the public.

The *1962 Illinois Highway Story* was prepared, edited, and published by the Highway Cost Unit during the year.

Two brochures announcing the opening of sections of interstate highways were prepared in 1962. One for Interstate 70 from Collinsville to East St. Louis and the other for Interstates 280, 74, and 80 from south of Rock Island to Atkinson.

The *Interstate 24 location study* which began in 1961 to determine the most desirable location for this route from Nashville, Tennessee, to St. Louis, Missouri, continued in 1962. The alignment, the highway facilities involved, and the cost for each location was completed early in 1962 and furnished to the consultant making the overall study. In addition, a summary of proposed work on adjacent highways was made at the consultant's request.

The revision of *pavement life information* to 1959 continued in 1962 with the tables showing annual retirements and the amount remaining for each surface type completed and forwarded to the Federal Bureau of Public Roads.

The *1962 highway needs study* is a study to determine the State highway deficiencies that exist and those anticipated to occur during the 10-year period, 1963 to 1972.

The highways to be included in the study are those in the State highway system with exception of interstate highways or those facilities built with interstate funds. In other words, the study includes noninterstate highways maintained by the State. In addition, a parallel study will be made to weigh the needs for Federal-aid

TABLE 40.—RECEIPTS AND DISBURSEMENTS FOR HIGHWAY PURPOSES BY GOVERNMENTAL UNITS OF ILLINOIS DURING THEIR 1961 FISCAL YEAR.

Sources of Receipts and Purposes of Disbursements	Funds Received and Spent by														Total	
	State		Counties		Townships and Road Districts		Municipalities[1]		Special Districts[2]		Federal Government[3]		Toll Bridges Owned by Governmental Agencies			
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS																
Property taxes	----------	-----	$24,668,371	47.7	$29,891,362	82.3	$19,066,084	25.3	$1,688,028	79.2	----------	-----	----------	-----	$ 75,313,845	13.2
Motor vehicle imposts[4]	$237,650,303	92.3	----------	-----	75	0.0	30,741,608	40.9	----------	-----	----------	-----	----------	-----	268,391,986	47.2
Other special imposts	4,105,293	1.6	1,152,878	2.2	219,545	0.6	2,573,929	3.4	70,685	3.3	----------	-----	[5]$7,334,626	57.7	15,456,956	2.7
Transfer from general funds	----------	-----	896,308	1.7	4,575,026	12.6	7,607,639	10.1	55,377	2.6	----------	-----	16,732	0.1	13,151,082	2.3
Federal funds	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	$133,466,761	100.0	----------	-----	133,466,761	23.4
Borrowings	----------	-----	25,012,180	48.4	877,983	2.4	7,789,111	10.4	----------	-----	----------	-----	252,163	2.0	33,931,437	6.0
Decrease in balance	15,713,342	6.1	----------	-----	778,023	2.1	7,424,853	9.9	316,302	14.9	----------	-----	5,105,454	40.2	29,337,974	5.2
Adjustments for aid transfers[6]	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----
Total receipts	$257,468,938	100.0	$51,729,737	100.0	$36,342,014	100.0	$75,203,224	100.0	$2,130,392	100.0	$133,466,761	100.0	$12,708,975	100.0	$569,050,041	100.0
Per cent	45.2		9.1		6.4		13.2		0.4		23.5		2.2		100.0	
DISBURSEMENTS																
Direct (except interest)	$260,499,271	97.0	[7]$81,357,234	69.7	$46,796,947	92.3	$94,776,598	80.5	$ 55,377	2.6	----------	-----	$6,703,210	50.4	$490,188,637	86.1
Interest	1,540	0.0	[7]6,534,490	5.6	963,082	1.9	2,788,863	2.4	480,969	22.5	----------	-----	5,026,303	37.8	15,795,247	2.8
Debt retirement	27,000	0.0	[7]17,036,500	14.6	2,941,200	5.8	9,552,962	8.1	1,250,000	58.6	----------	-----	1,048,399	7.9	31,856,061	5.6
Related purposes and transfers	----------	-----	----------	-----	----------	-----	10,624,532	9.0	348,286	16.3	----------	-----	521,063	3.9	11,493,881	2.0
Increase in balance	----------	-----	11,738,947	10.1	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	11,738,947	2.1
Adjustment for aid transfers[6]	7,963,091	3.0	14,177	0.0	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	7,977,268	1.4
Total disbursements	$268,490,902	100.0	$116,681,348	100.0	$50,701,229	100.0	$117,742,955	100.0	$2,134,632	100.0	----------	-----	$13,298,875	100.0	$569,050,041	100.0
Per cent	47.2		20.5		8.9		20.7		0.4		0.0		2.3		100.0	

[1] Receipts of municipalities do not contain parking fees and other local revenue disbursed for street related purposes such as parking facilities, street cleaning, street lighting, sidewalks, and storm sewers.

[2] Includes only the Chicago Park District and the Metropolitan Sanitary District of Greater Chicago.

[3] Receipts of Federal Government are reimbursements for the Federal share of highway work except for $123,226 of flood control and miscellaneous Federal fund advances.

[4] Includes the motor fuel tax, State and local registration fees, franchise fees, and traffic fines after collection costs and refunds were paid.

[5] Includes $7,061,125 toll collections, $248,269 interest on investment, and $25,232 miscellaneous.

[6] Adjustments for aid transfers are made in this table because the fiscal year of the government granting the aid and that receiving it differ and allotments of motor fuel tax to each class of government generally differ from the amount used during the year.

[7] Contains the disbursement of Cook County expressway bond funds under direct disbursements and the retirement of principal and interest on bonds issued, although funds are advanced for retirement of these bonds from State revenue.

TABLE 41.—COMPARISON OF HIGHWAY FUND RECEIPTS AND DISBURSEMENTS, 1956-1961.

Sources of Receipts and Purposes of Disbursements	1956		1957		1958		1959		1960		1961	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS												
Property taxes	$ 55,810,409	14.2	$ 59,398,944	12.8	$ 65,436,851	11.8	$ 66,745,492	10.7	$ 68,384,778	11.1	$ 75,313,845	13.2
Motor vehicle imposts[1]	233,087,868	59.1	243,035,055	52.4	250,318,530	45.2	252,897,793	40.4	260,410,125	42.3	268,391,986	47.2
Other special imposts	14,193,161	3.6	14,875,404	3.2	14,088,222	2.6	13,552,200	2.2	15,626,999	2.5	15,456,956	2.7
Transfers from general funds	12,594,337	3.2	13,321,547	2.9	17,211,840	3.1	12,424,397	2.0	14,295,310	2.3	13,151,082	2.3
Federal funds	32,445,599	8.2	32,899,818	7.1	107,147,039	19.3	183,173,624	29.3	186,916,361	30.3	133,466,761	23.4
Borrowings	33,020,465	8.4	52,296,239	11.3	38,825,685	7.0	86,550,145	13.9	65,427,174	10.6	33,931,437	6.0
Decrease in balance	13,149,770	3.3	46,251,557	10.0	52,079,498	9.4	9,432,169	1.5	5,736,893	0.9	29,337,974	5.2
Adjustments for aid transfers[2]	----------	--------	1,507,508	0.3	9,061,447	1.6	----------	--------	213,354	0.0	----------	--------
Total	$394,301,609	100.0	$463,586,072	100.0	$554,169,112	100.0	$624,775,820	100.0	$617,010,994	100.0	$569,050,041	100.0
DISBURSEMENTS												
Direct (except interest)	$308,330,602	78.2	$371,123,692	80.0	$488,526,948	88.2	$532,905,833	85.3	$532,800,494	86.4	$490,188,637	86.1
Interest	9,755,813	2.5	10,587,772	2.3	11,409,524	2.1	12,180,596	2.0	14,321,902	2.3	15,795,247	2.8
Debt retirement	24,623,379	6.2	38,960,554	8.4	30,053,333	5.4	33,988,994	5.4	27,903,759	4.5	31,856,061	5.6
Related purposes and transfers	18,076,053	4.6	18,528,944	4.0	20,173,989	3.6	8,798,161	1.4	7,108,422	1.2	11,493,881	2.0
Increase in balance	15,127,818	3.8	24,385,110	5.3	277,283	0.0	24,459,301	3.9	25,575,733	4.1	11,738,947	2.1
Adjustments for aid transfers[2]	18,387,944	4.7	----------	--------	3,728,035	0.7	12,442,935	2.0	9,300,684	1.5	7,977,268	1.4
Total	$394,301,609	100.0	$463,586,072	100.0	$554,169,112	100.0	$624,775,820	100.0	$617,010,994	100.0	$569,050,041	100.0

[1] Includes motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines after collection costs and refunds were paid.
[2] Adjustments are principally represented by the difference of the amount of MFT allotted to, and that withdrawn by, the counties and cities and by the differences in fiscal years of governmental units.

secondary roads under county jurisdiction. Briefly, the work entails estimating the level of service which each highway must provide; recommending the improvement needed; and calculation improvement costs.

The highway cost unit was given the responsibility of conducting the study under review of a *Committee on Standards.* This committee consists of members appointed from the several bureaus in the Division and representatives of the Federal Bureau of Public Roads.

Instructions for making the study were completed by the highway cost unit early in 1962. These incorporated a complete set of new design policies, the development of tolerable conditions for determining functional deficiencies, and the formulation of methods for traffic projections. Utility costs and right-of-way costs were to be estimated by personnel responsible for these activities in the district. The districts also were to be responsible for determining the design class of the highway and the improvement recommended for correcting the deficiency. In May, district personnel met in Springfield for instructions concerning the study.

After instructing the districts in application of the needs study, members of the highway cost unit visited the districts and reviewed the work as it progressed. Clarification of instructions were issued by this unit through several newsletters and additional instructions were issued to better correlate the needs study with special plans for freeways and urban places.

By the end of 1962 the districts had reported recommendations for most of the counties. Improvement costs were tabulated for the Federal-aid secondary system, but tabulation of primary work had not begun. Toward the end of the year the highway cost unit was busy developing costs for the several methods of improvements required in each district for both urban and rural areas. It is anticipated that the highway needs will be summarized by data processing equipment and the final report prepared in 1964 by this unit with approval of the Committee on Standards.

The *pavement evaluation study* made in accordance with the request of the AASHO was designed by the Research Branch of the Bureau of Research and Planning, but the highway cost unit coded and prepared the data for the computer, checked, summarized the results, and submitted the tabulations to the national organization.

Other work involves research into the various phases of highway administration and finance for reply to the many requests received for this information; writing articles on highway history and related topics; and summarizing and reporting highway data to the Bureau of Public Roads for their nationwide publications.

The *Administrative Studies Unit* is responsible for a number of studies concerning administration, programing, and legislation. The more important items of work in 1962 are described below.

The *annual improvement program* is assembled and published each year pursuant to Section 4-302 of the Illinois Highway Code. The amount of funds available for improvements to the State primary highway system is first estimated, allocations for each of the 10 highway districts are determined, and then the projects are selected to utilize the funds allocated. Interstate highway projects are planned in accordance with a longe-range improvement plan designed to af-

ford usable sections of interstate highways at the earliest possible time. Emphasis is given to the completion of interstate highways in urban areas to relieve traffic congestion. Improvements on other primary highways are selected in the following order: connections to interstate highways are programed for construction in the same year that work on the interstate highway takes place; projects are programed to continue construction to completion which had previously begun; projects justified on the basis of their sufficiency rating as determined by the physical condition and the safety and service characteristics of the highway are programed; and lastly, projects necessitated by special conditions are added. In 1962 the improvement program for the calendar year 1963 was completed and released. The program consisted of construction and right-of-way projects for the coming year in the ten highway districts, with maps and descriptions for each.

Federal-aid route descriptions of the location of interstate and primary routes must be approved by the Bureau of Public Roads before Federal funds may be obligated for improvements on these routes. A total Federal-aid primary mileage of 10,983 had been designated at the end of 1962. This includes interstate mileage and the extension of primary Federal-aid routes into municipalities. A total of 193 separate Federal-aid routes has been designated in Illinois. Many changes are made in the route locations throughout the year and it is the duty of the administrative studies unit to process these revisions. A sketch map showing the portion of the route to be relocated and the general alignment of the proposed location, a revised or new description of the route, and justification for the change must be prepared in each case. This material is then submitted to the Bureau of Public Roads for approval. Two new routes were added and twenty-nine revisions were processed in 1962.

Urban area boundaries are also subject to the approval of the Bureau of Public Roads. The purpose of urban boundaries is to confine expenditures of urban funds. There are presently ninety-seven approved urban areas in the State. Most of these consist of a single municipality of 5,000 or more population plus fringe areas adjacent to the corporate boundaries which have definite urban characteristics. The remainder of the urban areas are made up of two or more municipalities of 5,000 or more population including adjoining areas and in some instances municipalities of less than 5,000; the extreme case being the Chicago urban area which embraces 96 municipalities (70 over 5,000 and 26 under 5,000).

Population figures are taken from the latest available Federal census. Two new urban areas were added in 1962 by population increases. The limits of two established areas were revised because of changes in urban characteristics. A decrease in population caused the revocation of two urban areas in 1962.

3. THE ELECTRONIC COMPUTER UNIT.—This unit has two objectives: (1) the promotion and expansion of the use of electronic computation as a means of increasing engineering productivity within the Division of Highways, and (2) providing electronic computer service for the solution of highway engineering problems for all of the engineering offices in the Division using programs that have proven to be both accurate and timesaving.

During 1962, about 30 per cent of computer operation was applied to the development of new programs or the revision of existing programs to provide more information or faster operation. For example, new programs were developed for: influence line ordinates for reactions, moments, shears, and deflections of continuous beams for bridges from two to five spans in length; azimuth determinations from Polaris observations; geometric computations for the back of abutment location, pier stationing, and vertical clearance for interchange structures; the pavement evaluation survey; and for the Expressway Surveillance Project. These and several other programs were developed during the past year at the request or suggestion of bureau chiefs or district engineers.

The other 70 per cent of 1962 computing time was devoted to the solution of engineering problems relating to the design or construction of highways using existing programs which had previously been developed and checked by the computer unit. Work included in this category, listed in order of computing time involved, were those for the computation of (1) bridge deck elevations, (2) pavement evaluation survey, (3) distances to control points from known coordinates, (4) highway earthwork cut and fill quantities, (5) influence line ordinates for two to five-span continuous beam bridges, (6) traverse closure and coordinate adjustment, (7) Expressway Surveillance Project, and (8) horizontal alignment.

The Computer Unit also spent a considerable amount of time and effort in classroom education to further the understanding of computer use in the Division of Highways.

4. THE CHICAGO URBAN RESEARCH SECTION.—In 1962 the Chicago urban research section continued the work initiated by the Chicago Area Transportation Study in analyzing traffic and transportation problems in the Chicago Metropolitan Area.

The work in 1962 entailed obtaining approval of sponsoring units, and publishing Volume 3 of the Chicago Area Transportation Study; and publishing studies entitled:

Economic Evaluation of Transit Plans;
Financing a Highway Plan; and
Economic Evaluation of Roadway Improvements.

The Urban Research Section also cooperated with the consultant making the Fox River Valley Study by furnishing traffic assignments and evaluating the methods used. In this connection a report entitled, "Evaluation of Land Use and Dwelling Unit Data Derived from Aerial Photography," was prepared.

The data from origin and destination surveys made in connection with the Lake County Transportation Study was analyzed and land use data processed by the Chicago Urban Research Section. In addition analysis zones were established, an assignment network described, and base maps prepared.

The results of the *motor vehicle accident study* which this section compiled in 1961 was published in early 1962.

Traffic on existing routes near the Dan Ryan highway have been under observation both before opening the expressway and afterwards to note the effect of expressway on travel within its corridor. Personnel of the City of Chicago assisted in this study.

Other services of this section include furnishing data and technical assistance to agencies involved in traffic and transportation problems; making traffic estimates and assignments; and machine processing accident statistics.

5. THE EXPRESSWAY SURVEILLANCE PROJECT.—This study has the problem of conducting operational studies of expressway traffic to determine the cause of congestion and seek means to eliminate it.

The study which began in 1961 is financed by Federal planning funds and matching State, county, and city funds. A pilot detection system will be installed on Congress Street Expressway with sensors in position along a 5-mile section. These sensors transfer traffic data to tapes for computer analysis. Comprehensive studies of traffic on ramps were also made to evaluate the effectiveness of control techniques now in use.

6. RESEARCH BRANCH.—Research that is carried on in the Division of Highways, either by Division forces or by cooperating outside agencies, is correlated by the Bureau of Research and Planning, through the Research Branch. This Bureau has the responsibility for making arrangments for financing and conducting research projects, for keeping in close touch with projects in progress, and for disseminating information that studies produce. In addition, the Bureau conducts such studies as are assigned to it consistent with available personnel and equipment.

The *Illinois Highway Research Council* is a twelve-member group serving in an advisory capacity to the Chief Highway Engineer in matters of research. Council members represent the Illinois Division of Highways, the Federal Bureau of Public Roads, the County Superintendents of Highways, the City Engineers, and engineering educational institutions of Illinois. The Council reviews work on active research projects, reviews and approves manuscripts and progress reports for work completed, and reviews and makes recommendations concerning projects that are suggested for addition to the research program.

In general, the research work may be divided into two groups: (1) that accomplished within the Division with bureau and district forces; and (2) that conducted wholly or in part by outside agencies through cooperative agreements with the Division. Twenty projects are being conducted currently by Division forces and twenty-eight by agencies acting under contracts with the Division.

The cooperative program provides specialists and equipment for research not otherwise at the disposal of the Division. A major cooperating agent is the University of Illinois. A continuing program of highway research, known as the Illinois Cooperative Highway Research Program, is being carried on at that institution. Other cooperative studies sponsored by the Illinois Division of Highways are conducted by Northwestern University and by the United States Geological Survey.

The Federal Bureau of Public Roads is participating in a number of individual research projects deemed to be of National interest. These projects are eligible for Federal participation from the 1½ per cent allotment available for Statewide highway planning. Projects

conducted both by Division forces and by outside cooperating agencies are eligible for Federal participation.

AASHO Road Test research was directed into a new phase of study and continued to receive the prime attention of the Research Branch. The original road test studies of the behavior of highway pavements and bridges under controlled truck traffic, under the sponsorship of the American Association of State Highway Officials, was begun at Ottawa, Illinois in 1955 and concluded in 1961. The test facility, constructed on right-of-way furnished by the State of Illinois, reverted to the Division of Highways at the conclusion of tests for reconstruction as part of Interstate Route 80. Reconstruction work was completed and the pavements were opened to traffic on November 1, 1962.

The reconstructed pavements are being subjected to intensive study as a satellite project to assist in verifying and extending findings of the original AASHO Road Test for application to pavements subjected to normal mixed traffic. Studies of the behavior of other existing pavements throughout the State are also being made to assist in applying the principles and findings of the AASHO Road Test. Design data and procedures are being established for the development of a policy for pavement design in Illinois making use of the AASHO Road Test results.

Summarized information concerning the most important research projects is given in Table 42. Detailed information on many of the projects is available in published research reports and papers relating specifically to the work accomplished.

TABLE 42.—HIGHWAY RESEARCH PROJECTS IN WHICH THE DIVISION OF HIGHWAYS PARTICIPATED IN 1962.

Project No.	Name of Project	Purpose	Year Undertaken	See "Note" Below	
				Agency Conducting Project	Co-sponsors
2	Miscellaneous Highway Problems	Develop information useful in solution of miscellaneous highway problems	1940	3	1, 2, 3
5	Riveted and Bolted Structural Joints	Provide information for use in the design of riveted and bolted connections on bridges	1947	3	1, 2, 3, 4
6	Performance Survey of Pavement of Route US 66	Develop information concerning the effects of design, materials, construction, traffic, and climate on the performance of pavements	1949	1a	1, 2
7	Pavement Blowups	Provide information concerning the causes of blowups, for use in developing remedies	1950	1a, 1g	1, 2
9	Impact on Highway Bridges	Provide information for design, on stresses caused by impact of present-day vehicles	1950	3, 6	1, 2, 3
10	Prestressed Reinforced Concrete Highway Bridges	Determine behavior and develop information required for design and construction	1951	3	1, 2, 3
12	Soil Exploration and Mapping	Provide engineering soil information in the form of maps and reports to guide highway engineers in design and construction	1951	3	1, 2, 3
13	Lean-mix Base Widening	Determine the economy of using a less-than-normal-cement-content portland cement concrete base widening on projects which include resurfacing with bituminous concrete	1951	1a, 1d, 1g	1, 2
14	Experimental Use of Bituminous Underseal (Route US 66, Lincoln to Sherman)	Determine effectiveness of various types of bituminous underseal materials in controlling pumping; determine quantities required	1951	1a, 1f, 1g	----------
15	Experimental Study of Pavement Slab Design, Joints and Joint Sealing Compounds (Route US 66, Section 110X-5 South of Springfield)	Develop, by means of field experimentation, improved methods for portland cement concrete pavement construction and design	1951	1a, 1d, 1g	1, 2
17	Oil-solvent Treatment	Determine, by means of field experimentation, the effectiveness of an oil-solvent solution in the control of salt-scaling of concrete pavements	1951	1a, 1g	----------
19	Base Paving without Forms	Develop equipment and methods which will permit formless placing of portland cement concrete bases for bituminous concrete surfaces	1952 Comp. 1956	1a, 1b, 1f	----------
20	Lean-mix Plain Unjointed Portland Cement Concrete Base with Bituminous Concrete Surface	Determine performance of lean-mix portland cement concrete bases surfaced with bituminous concrete	1955	1a, 1d, 1g	1, 2
23	Determination of Waterway Areas	Develop an improved method for determining waterway areas for drainage structures	1952 Comp. 1962	3	1, 2, 3
27	Bituminous Surfacing on Flexible Base	Evaluate the performance under heavy traffic of a bituminous concrete surface on a crushed-stone base	1952	1a	1, 2
28	AASHO Road Test	Develop information to assist in determining: 1. What additional highway costs can be justified to permit the use of heavier trucks than now allowed. 2. How to design pavements that will carry present and future traffic. 3. What share of highway costs should be borne by the operators of various classes of vehicles.	1955	1	1, 2

TABLE 42.—Concluded.

Project No.	Name of Project	Purpose	Year Undertaken	See "Note" Below: Agency Conducting Project	See "Note" Below: Co-sponsors
32	Bituminous Surfacing Investigation	Investigate the stability of bituminous mixtures, and the effects of mixing, transporting, placing, and weathering on the asphalt cement	1942	1d	----------
33	Paints, Enamels, and Sign Materials	Determine field performance of paints, enamels, and sign materials	------	1d	----------
36	Continuously Reinforced Portland Cement Concrete Pavement	Determine the behavior and economic feasibility of continuous reinforcement in portland cement concrete pavement	1947(1d) 1961(1a)	1a, 1d	1, 2
43	Sealing of Joints and Cracks in Portland Cement Concrete Pavement	Determine the need for and performance of various compounds for sealing and filling joints	1953	1a	----------
44	Channeling, Cracking, and Shoving of Bituminous Surfaces	Develop information which will lead to a reduction of channeling, cracking, and shoving in bituminous surfaces	1953	1	----------
46	Soil-Aggregate Mixtures for Highway Pavement	Determine the effect of variables influencing the durability, stability, and wear resistance of soil-aggregate mixtures	1953	3	1, 2, 3
47	Chemical and Physico-Chemical Stabilization of Soils	Develop usage of chemicals in stabilizing natural soils as bases and subbases for pavement	1958	3	1, 2, 3
53	Vehicular Speed Regulation	Determine and evaluate factors involved in vehicular speed regulation; establish warrants for speed regulation and develop application procedures; and develop methods and devices for obtaining maximum compliance	1955	3, 1e, 1g	1, 2, 3
54	Flood Flow from Small Drainage Areas	Provide information that will aid in the scientific design of small drainage structures	1955	5	1, 5
55	Warrants for Highway-Highway Grade Separations	Develop a set of warrants for determining where grade separations for highways are justified, and to provide procedures for the analysis and application of the warrants	1962	6	1, 2, 6
57	Development of Bridge Site Reports	Determine hydraulic and hydrologic information useful to bridge designers	1955 Comp. 1962	5	1, 5
58	Equipment for Establishment and Maintenance of Roadside Cover	Develop and evaluate ideas for more effective and economical roadside development and maintenance equipment	1958	3, 1f, 1g	1, 2, 3
59	Widths and Cross Sections for Medians of Divided Highways	Determine minimum desirable widths and cross sections for medians of divided highways in relation to safety, service and economy	1958	3	1, 2, 3
60	Lane Use Controls	Develop improved methods of signaling, signing and marking lanes for left and right turns and for reversible traffic flow	1958 Comp. 1962	6	1, 2, 6
61	Left Hand On-and-Off Ramps for Expressways and Freeways	Determine functional acceptability of left-hand exits and entrances to expressways and freeways, including geometrics and signing for maximum efficiency	1959	6	1, 2, 6
63	85 Percentile Speed Study	Validate and develop speed criteria for geometric design, and sign selection and placement for grade-separated interchanges and at-grade intersections	1959	1a	1, 2

64	Welded Highway Structures	Improve designs for welded highway structures and improve inspection and quality control	1959	3	1, 2, 3
65	Highway Drainage Laws and Practices	Assemble and analyze existing drainage laws and practices as a background for a general policy statement and manual of highway drainage practice	1959	3, 1	1, 2, 3
66	Study of Woody and Herbaceous Plants for Roadside Cover	Select nursery grown plants best suited for attractive ground cover and erosion control of raw soil on steep slopes	1959	3, 1	1, 2, 3
67	Grasses and Their Establishment as Turf	Develop grass mixtures and methods of culture which will establish cover on raw growth-resistant soils within two growing seasons to minimize soil erosion	1959	3, 1	1, 2, 3
68	Guidelines for Rural Appraisals	Provide guidance in estimating (1) damage to remaining real property following severance or reduction in size, (2) value based on potential use, (3) value of partial takings not involving (1) and (2)	1959	3, 1	1, 2, 3
69	Traffic-Linkage Patterns	Evaluate and develop hypotheses concerning the traffic linkage relationships that exist between communities as exemplified by the Champaign-Urbana region	1959	3	1, 2, 3
70	Social Factors and Traffic	Develop a method for making an estimate of the trip generation potential of a population on the basis of its social characteristics	1959	3	1, 2, 3
71	Traffic and Urban Land Values	Learn the influence on urban property values of changes in character and volume of traffic on a major street and highway network	1959	3	1, 2, 3
72	Prediction of Creep in Structural Concrete from Short-time Tests	Determine the usefulness of short-time sonic tests in predicting creep in structural concrete	1959	3	1, 2, 3
73	Mechanism of Fatigue Failure in Concrete	Determine some of the factors which influence the initiation and propagation of fatigue damage in concrete	1959	3	1, 2, 3
74	Road Smoothness	Improve riding quality of pavements through a systematized study of new and old pavements by means of standardized device for measuring smoothness	1957	1a	1, 2
75	Seal Coats and Surface Treatments	Obtain basic information for evaluating bituminous material as related to seal coat and surface treatment aggregate	1960	3	1, 2, 3
76	Lime Stabilization	Determine if lime stabilization of soils is effective and economical in pavement construction in Illinois	1960	3	1, 2, 3
77	Imperfect Trench Method of Culvert Construction	Check theory and provide quantitative values for design of this type of installation	1961	1a, 1g	1, 2, 7
78	County Road Identification and Rural House Numbering	Develop orderly and systematic methods of local and rural road identification and rural house identification	1962	1a	1, 2
79	Urethane Insulation of Bridge Decks	Determine practicability of applying urethane foam insulation to bridge decks to control icing and inhibit freeze-thaw deterioration	1961	1a, 1g	1, 2

NOTE: Agencies taking part in physical research activities:

1. Division of Highways
   - a. Bureau of Research and Planning
   - b. Bureau of Construction
   - c. Bureau of Design
   - d. Bureau of Materials
   - e. Bureau of Traffic
   - f. Bureau of Maintenance
   - g. Highway Districts
2. Federal Bureau of Public Roads
3. University of Illinois
4. Research Council on Riveted and Bolted Joints
5. U. S. Geological Survey
6. Northwestern University
7. Illinois Concrete Pipe Association

IX. TRAFFIC

1. GENERAL.—Providing for traffic operation on State highways and administering the provisions of the Safety Responsibility Law are duties of the Bureau of Traffic. The work is accomplished by three sections established in the Bureau: (1) Traffic Operations, (2) Accident Research and Statistics, and (3) Safety Responsibility.

Details of the work performed under each of these sections are given in the following paragraphs and tables.

2. TRAFFIC OPERATIONS.—It is the responsibility of the Traffic Operations Section to purchase the equipment and supplies for the sign and zone-marking program; check traffic signal plans and inspect all traffic signals installed with State or motor fuel tax funds; prepare specifications, check plans, and inspect the installation of all interstate signing projects; issue permits for vehicles and loads exceeding the legal maximum in size and weight; and conduct engineering traffic studies and investigations.

Traffic investigations, preparation of sign and signal plans, and maintenance of signs and pavement markings are operations at the district level.

(a) *Highway Signs.*—There were 333,000 signs on State highways exclusive of the interstate system at the end of 1962. Of these, 11,700 were newly erected signs, and 105,800 were rehabilitated and replaced during the year.

The State Penitentiary at Pontiac rehabilitated 4,028 signs of which 2,866 were reflectorized. The penitentiary also sold to the Division 75,175 new signs of which 32,692 were made of aluminum, 34,805 steel, and 7,678 plywood. Reflectorization material was applied to 71,699 of these signs.

The district sign shops were supplied with 210,275 square feet of beaded material for reconditioning signs. Approximately 101,800 signs were rehabilitated in the district sign shops at an average cost of $2.25 per sign, exclusive of reflectorizing material.

Contracts were let for signing interstate highways using Federal participation in the cost at the following locations:

Interstate 74 from Peoria to Deer Creek
Interstate 80 from Ladd to Ottawa
Interstate 280, 74, 80 from Milan to Atkinson
Interstate 57 from Marion to Johnston City
Interstate 70 from Missouri to Exchange Avenues in East St. Louis
Interstate 94 from West Pershing Road to West Lexington Street in Chicago
Interstate 94 from Lawrence Avenue in Chicago to Tollway
Interstate 90 from 1st Avenue in Maywood to Elm Street in Hillsdale
Interstate 90 from Laramie to Sacramento

(b) *Pavement Marking.*—The method of applying the standard centerline and laneline markings consisting of 15 feet of white followed by 25 feet of black paint on one operation was continued during 1962. Yellow no-passing zone lines were applied simultaneously with the centerlines.

A total of 27,009 miles of edgelines was painted, all of which were 3 inches wide.

Beads were applied to the white and yellow lines. The average cost of application for zone marking was $10.18 per mile.

Experimental applications of hot-plastic lines were continued. There were 480,000 feet applied by contract, consisting of 380,000 feet of four-inch centerline and lanelines, 50,000 feet of five-inch lanelines, and 50,000 feet of four-inch yellow barrier lines. The total cost was $147,500.00.

The following tabulation shows quantities, mileages, and costs of the zone-marking program for 1962:

Types of Material	Miles of Traffic Line	Gallons of Material	Pounds of Beads	Total Cost	Cost per Mile[1]
Tar	6,284.0	53,115	----------	[2]$ 23,936.42	$ 13.99
Asphalt	8,789.5	78,370	----------	[2]31,362.60	13.74
White (Dash)	15,887.0	135,824	625,825	467,647.81	29.44
White (Solid)	27,009.0	386,465	1,568,400	1,109,246.32	41.07
NPZ Yellow	2,313.2	50,150	224,898	[2]128,648.43	65.79
Double Yellow	799.5	31,384	146,880	92,273.21	115.41
Totals	61,082.2	735,308	2,566,003	$1,853,114.79	----------

[1] Cost per mile is based on application and material costs as if each line were run separately. Application costs were $10.18 per mile.

[2] Contains only material costs since these lines were marked simultaneously with, and were accessory to, the white-dash line.

(c) *Traffic Signals.*—At the close of 1962, there was a total of 2,985 traffic control signals, 273 flashing beacons, and 495 flashing school crossing signals in place on State highways. The traffic control signals consisted of 1,859 fixed-time and 1,126 actuated signals, most of which were installed by municipal authorities with motor fuel tax funds.

The following new installations were made with State funds during 1962:

Traffic Control Signals

Illinois 83 and 55th Street in Hinsdale
US 41 and West Park Avenue in Highland Park
US 41 and Old Elm Street in Lake Forest
US 6 and US 150 south of Moline
19th Street (Ill. 2, 80) and 23rd Avenue (Ill. 2, 80) south of East Moline
US 36 and Illinois 121 east of Decatur
Illinois 149 and ramps for Interstate 57 west of West Frankfort
Franklin Avenue and Wolf Road at north limit of Franklin Park
Halsted Street (Ill. 1A) and Holbrook Road at south city limits of Homewood
Mannheim Road (US 12, 45) and Lee Street in Des Plaines
Gross Point Road and Harrison Street at north limit of Skokie

Busse Road and Devon Avenue at south limit of Elk Grove Village
East Lake Avenue and Wagner Road in Glenview
Milwaukee Avenue (US 45, Ill. 21) and Wolf Road north of Wheeling
Hibbard Road and Winnetka Road at west limit of Winnetka
East Lake Avenue and Harms Road at north limit of Glenview
Lincoln Avenue and Gross Point Road in Skokie
Ridgeland Avenue and 107th Street at south limit of Chicago Ridge
Greenwood Avenue and Ballard Road at west limit of Niles
Evanston-Elgin Road (Ill. 58) and Roselle Road at north limit of Hoffman Estates
Algonquin Road (Ill. 62) at Dundee and Bartlett Road in Barrington Hills
East End Avenue and 26th Street in Chicago
Roosevelt Road (Alt. US 30) and 9th Avenue in Broadview
Crawford Avenue and (Old) Glenview Road at west limit of Evanston
Cicero Avenue (Ill. 50) and 167th Street at east limit of Oak Forest
127th Street and Ridgeland Avenue at south limit of Palos Heights
Crawford Avenue and 183rd Street at north limit of Flossmoor
Barrington Road (Ill. 59) and Hawthorne Road (Ill. 59) at south limit of Barrington
Waukegan Road (Ill. 42A) north of Techny Road at south limit of Northbrook
Higgins Road (Ill. 72) and Touhy Avenue at east limit of Elk Grove Village
Halsted Street (Ill. 1A) and Vincennes Avenue (Ill. 1A) in Chicago
North Avenue (Ill. 64) and George Street at east limit of Melrose Park
Crawford Avenue and Harrison Street in Chicago
Northwest Highway (City US 12) and State Road in Chicago
Ogden Avenue (US 34) and Plainfield Road at north limit of Lyons
First Avenue and Plainfield Road in Lyons
Central Road and Wolf Road at north limit of Des Plaines
Waukegan Road (Ill. 42A) and Howard Street in Niles
Wilke Road and Campbell Avenue at west limit of Arlington Heights
US 67 south of US 24 and west of Rushville

Contracts were also awarded for alteration and rehabilitation of many signals so as to comply with the new Federal standards.

The cost for maintenance of traffic signals, lighting systems, and pumping station systems in Districts 1 and 10 amounted to $823,-018.96 for 1962.

(d) *Permits.*—During 1962, 48,170 permits were issued for the transportation over State highways of vehicles and loads whose dimensions or weights exceeded the legal maximum. This compares

with a total of 68,560 permits issued during 1961. The Chicago office issued 5,985 permits; Effingham, 3,513; and Springfield, 38,672.

The Seventy-second General Assembly amended Section 133-1 of the Motor Vehicle Law so that the Department, with respect to highways under its jurisdiction, shall collect a fee of $2.00 from applicants for a single-trip permit and $5.00 for a limited continuous-operation permit. Permit fees amounting to $125,195.09 were collected in 1962.

(e) *Engineering Traffic Studies and Investigations.*—A total of 76,580 man-days was used on traffic studies and investigations in 1962. Most of these studies were made at high-accident locations, intersections, and speed-zone areas.

(f) *Expenditures and Costs.*—Expenditures and costs are summarized in several tables of this section. Table 43 shows total expenditures and costs for traffic operations for 1962. Tables 44 and 45 compare the 1961 and 1962 costs for traffic operations according to the type of work, exclusive of cost of expressways; Table 46 shows traffic operation costs of expressways; and Table 47 shows construction funds expended by authorization for traffic control during 1962.

TABLE 43.—EXPENDITURES AND COSTS DURING 1962 FOR TRAFFIC OPERATIONS.

Accounts	Expenditures	Costs
Direct charges:		
Upkeep of signs, signals, markings, and lighting	$3,756,831.51	[1]$3,760,016.95
Administration and engineering:		
District Offices	945,232.99	945,232.99
Bureau offices	187,014.89	187,014.89
Subtotal	$4,889,079.39	$4,892,264.83
Equipment	294,685.91	[2]110,314.22
Interdepartmental charges		
Less credits		63,167.24
Total	$5,183,765.30	$4,939,411.81

[1] Costs obtained as follows:

Actual expenditures	$ 3,756,831.51
Less December 1961 paroll paid in January 1962	48,374.85
	$ 3,708,456.66
Add December 1962 payroll paid in January 1963	51,560.29
Costs shown above	$ 3,760,016.95

[2] Equipment depreciation figured on a straight-line basis.

3. ACCIDENT RESEARCH AND STATISTICS.—The purpose of the Accident Research and Statistics Section is to take information from accident reports, convert it into communications, statistics, or research reports and disseminate the information to all interested individuals and agencies. Accident information was taken from drivers' reports and distributed as in former years with 2,703 cases called to the attention of district engineers for correcting alleged deficient highways or for apprehending those who damaged highway structures. Accident records were furnished the districts for studying 85 specific locations.

TABLE 44.—COMPARISON OF TRAFFIC OPERATION COSTS FOR INTERSTATE HIGHWAYS FOR 1961 AND 1962.

Account	1961 Costs[1] for 183.59 miles			1962 Costs[1] for [2]394.34 miles			Change	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Signs	$16,120.48	73.55	$87.81	$56,565.92	47.73	$143.44	$+40,445.44	$+ 55.63
Pavement marking	4,544.41	20.73	24.75	52,056.47	43.92	132.01	+47,512.06	+107.26
Highway lighting	616.65	2.82	3.36	2,665.23	2.25	6.76	+2,048.58	+3.40
Traffic signals	635.90	2.90	3.46	7,224.72	6.10	18.32	+6,588.82	+14.86
Total costs	$21,917.44	100.00	$119.38	$118,512.34	100.00	$300.53	$+96,594.90	$+181.15

[1] Costs include administration expense of district offices and a pro rata share of the central office expenses.
[2] Contains 0.52 mile of detour route.

TABLE 45.—COMPARISON OF TRAFFIC OPERATION COSTS FOR REGULAR HIGHWAYS FOR 1961 AND 1962.

Account	1961 Costs[1] for 14,461.90 miles			1962 Costs[1] for 14,316.97 miles			Change	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Signs	$2,206,953.36	52.44	$152.60	$2,241,527.00	54.05	$156.56	$+ 34,573.64	$+ 3.96
Pavement marking	1,318,705.52	31.33	91.19	1,133,950.34	27.34	79.20	—184,755.18	—11.99
Highway lighting	54,375.07	1.29	3.76	58,421.40	1.41	4.08	+4,046.33	+0.32
Traffic signals	628,546.48	14.94	43.46	713,345.00	17.20	49.83	+84,798.52	+6.37
Total costs	$4,208,580.43	100.00	$291.01	$4,147,243.74	100.00	$289.67	$—61,336.69	$—1.34

[1] Costs include administration expense of district offices and a pro rata share of the central office expenses.

TABLE 46.—COMPARISON OF TRAFFIC OPERATION COST FOR EXPRESSWAYS IN 1962 WITH THAT OF 1961.

Account	1961 Costs for [1]80.56 miles		1962 Costs for [1]82.47 miles		Difference	
	Cost	Cost Per Mile	Cost	Cost Per Mile	Cost	Cost Per Mile
Signs	$109,116.85	$1,354.48	$ 83,543.27	$1,013.01	$ —25,573.58	$ —341.47
Pavement marking	19,584.52	243.10	44,030.52	533.90	+24,446.00	+290.80
Highway lighting	268,668.67	3,335.01	327,507.97	3,971.24	+58,839.30	+636.23
Traffic signals	27,435.52	340.56	29,448.57	357.08	+2,013.05	+16.52
Emergency patrol	84,512.82	1,049.07	189,125.40	2,293.26	+104,612.58	+1,244.19
Total	$509,318.38	$6,322.22	$673,655.73	$8,168.49	$+164,337.35	$+1,846.27

[1] Cost per mile is figured on weighted average miles maintained during year.

TABLE 47.—TRAFFIC CONTROL CONSTRUCTION BY AUTHORIZATION DURING 1962.

District	Amount
1	$ 264,428.30
2	189,167.61
3	161,735.57
4	174,714.59
5	152,914.57
6	180,112.47
7	141,745.16
8	231,491.27
9	174,762.84
10	151,645.72
Total	$1,822,718.10

Over 650 State-wide urban-rural traffic accident statistical summaries were distributed each month. A national standard form for statistical summaries was utilized to issue monthly, semiannual, and annual summaries of all accident details on a State-wide basis. Semiannual lists of accident statistics arranged by county and city were prepared. Special information was collected and disseminated on the following subjects:

Bicycle Accidents
School Bus Accidents
School Child Accidents
Small Car Accidents
Winter Accidents
Pedestrian Accidents
Drinking Driver Accidents
Nighttime Accidents
Railroad Grade Crossing Accidents
Expressway Accident Summary and Spot Map
Accident Rates at Rural Primary Highway Intersections
Accident Rates at Rural Primary Highway Interchanges
Accident Experience under Varied Degree of Access Control
Accident Rates before and after Channelization at Intersections

To keep apace with an aggressive State-wide program of traffic activities, services were furnished to several governmental agencies. This included answering a wide variety of statistical requests from the Division of Traffic Safety; making monthly statistical summaries for the State Highway Police; citing physical defects of drivers in-

volved in accidents to the Secretary of State; and providing notices of drivers involved in each accident.

Two studies of interstate highway accidents were conducted in conjunction with the Federal Bureau of Public Roads. One study compared accident experience of interstate routes with nearby existing highways, the other related accident experience to design features of interstate highways.

Six issues of the "Highway Bulletin" were distributed at the average rate of 130,000 copies per issue as in previous years.

Approximately 225,000 leaflets entitled "Accident Facts" were printed in two colors displaying annual and other pertinent accident statistics in popular style. Most of these pamphlets were distributed by the Division of Traffic Safety.

The number of traffic accidents occurring in cities and rural areas (rural areas include incorporated places of less than 2,500 population) is shown in the following tabulation.

Location	Number of Accidents		Per Cent Change
	1961	1962	
City of Chicago	129,582	131,290	+1.3
Cities of 2,500 to 500,000	71,029	74,248	+4.5
Rural Areas	43,455	46,484	+7.0
Total	244,066	252,022	+3.3

A comparison of the injuries, deaths, and death rate from motor vehicle accidents for 1961 and 1962 follows:

Item	1961	1962	Per Cent Change
Fatalities	1,822	1,890	+3.7
Persons Injured	110,193	112,310	+1.9
Vehicle Travel[1]	37,646	38,735	+2.9
Death Rate[2]	4.8	4.9	+2.1

[1] Millions of vehicle miles.
[2] Deaths per hundred million miles of travel.

Various aspects concerning motor vehicle accidents in Illinois are summarized in the next few pages. Figure 11 shows the geographical distribution of fatalities in Illinois, Table 48 lists the contributing factors concerning rural accidents, Table 49 gives the type of accident, and Table 50 summarizes accident statistics in cities.

4. SAFETY RESPONSIBILITY.—The purpose of the Safety Responsibility Section is to conduct all surveillance and procedure on the accident reports having to do with insurance requirements. The Uniform Act Regulating Traffic on Highways requires drivers and owners of vehicles involved in accidents which result in property damage in excess of $100 to any one person or in death or personal injury to file accident reports with the Department of Public Works and Buildings. The Safety Responsibility Section of the Bureau of Traffic receives these reports, determines the financial responsibility status of the owners and operators, and certifies to the Secretary of

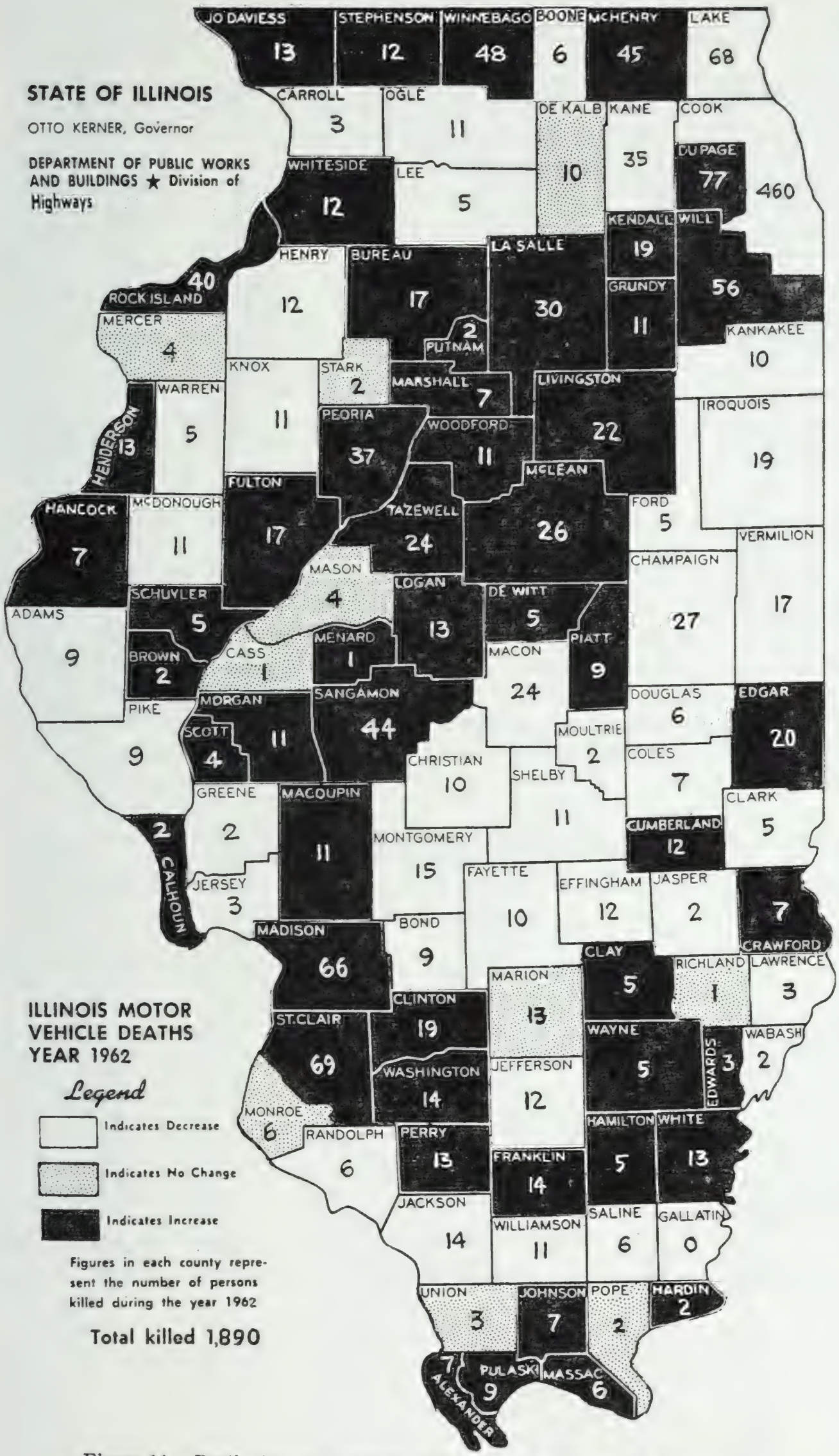


Figure 11.—Deaths in each county resulting from motor vehicle accidents.

TABLE 48.—CONTRIBUTING CIRCUMSTANCES OF MOTOR VEHICLE ACCIDENTS IN 1962.

Circumstances Contributing to Accident	Total Accidents		Fatal Accidents	
	Number	Per Cent	Number	Per Cent
Speed too fast	7,151	24.0	233	32.0
Followed too closely	4,726	15.9	21	2.9
Failed to yield right of way	3,208	10.8	60	8.3
Improper overtaking	2,761	9.3	67	9.2
Drove left of center	2,553	8.6	163	22.4
Passed stop sign	2,427	8.2	50	6.9
Other improper driving	2,047	6.9	35	4.8
Disregarded traffic signal	1,562	5.3	9	1.2
Had been drinking	1,334	4.5	80	11.0
Made improper turn	997	3.3	4	0.5
Inadequate brakes	816	2.7	2	0.3
Improper lights	147	0.5	4	0.5
Total	29,729	100.0	728	100.0

Includes only accidents occurring on Interstate, US, or Illinois numbered routes traversing rural areas and cities having less than 2,500 population.

State the names of those who fail to provide proof of financial responsibility.

In 1962, 252,022 motor vehicle accidents occurred of which 212,119 were reported by drivers. Of those reported, 42,423 involved less than minimum property damage and no action was taken, but the remainder were processed for compliance with the Safety Responsibility Law. From these accident cases, the names of 45,083 persons were certified to the Secretary of State to deposit security. Of these persons, 14,734 belatedly complied with the law and actions in their cases were rescinded.

TABLE 49.—REPORTED MOTOR VEHICLE ACCIDENTS IN 1962 BY TYPES OF COLLISION WITH RESULTING INJURIES AND DEATHS.

Type of Accident	Accidents		Persons Killed		Persons Injured	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
Collision with:						
Pedestrian	9,173	3.6	324	17.1	9,175	8.2
Other motor vehicle	217,589	86.3	899	47.6	87,759	78.1
Railroad train	425	0.2	71	3.8	245	0.2
Animal drawn vehicle	12				22	
Bicycle	2,071	0.8	23	1.2	1,746	1.5
Animal	731	0.3	2	0.1	179	0.2
Fixed object	9,002	3.6	241	12.7	4,601	4.1
Other object	923	0.4	5	0.3	316	0.3
Overturned in roadway	1,307	0.5	55	2.9	1,072	1.0
Ran off roadway	9,713	3.9	257	13.6	6,573	5.8
Other Non-collision	1,076	0.4	13	0.7	622	0.6
Total	252,022	100.0	1,890	100.0	112,310	100.0

TABLE 50.—REPORTED TRAFFIC ACCIDENTS IN 1962 IN CITIES OF 5,000 OR MORE POPULATION.

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Addison	6,741	144	3	3	44	82	97
Alton	43,047	835	7	8	272	398	556
Arlington Heights	27,878	388			110	174	278
Aurora	63,715	1,636	4	6	493	740	1,139
Barrington	5,434	117	1	1	37	61	79
Bartonville	7,253	95			33	51	62
Batavia	7,496	82	1	1	22	39	59
Beardstown	6,294	61			15	19	46
Belleville	37,264	762	2	2	245	363	515
Bellwood	20,729	346	1	1	114	173	231
Belvidere	11,223	135	1	1	43	67	91
Bensenville	9,141	224	1	1	82	135	141
Benton	7,023	125			37	44	88
Berkeley	5,792	56			18	33	38
Berwyn	54,224	1,039	3	5	353	535	683
Bloomington	36,271	860	2	2	265	383	593
Blue Island	19,618	428			144	221	284
Bradley	8,082	107			37	67	70
Bridgeview	7,334	171	1	1	99	169	71
Broadview	8,588	170			57	90	113
Brookfield	20,429	223	2	3	70	98	151
Cahokia	15,829	93	1	1	45	78	47
Cairo	9,348	144	1	1	43	70	100
Calumet City	25,000	548	3	3	179	284	366
Calumet Park	8,448	119	1	1	44	65	74
Canton	13,588	172			42	56	130
Carbondale	14,670	236			70	84	196
Carlinville	5,440	43			14	26	29
Carmi	6,152	81			21	25	60
Carpentersville	17,424	108			33	65	75
Centralia	13,904	234	1	1	71	113	162
Centreville	12,769	81	2	3	41	59	38
Champaign	49,583	1,272	2	2	332	462	938
Charleston	10,505	113			34	58	79
Chicago	3,550,404	131,290	236	246	26,599	38,327	104,455
Chicago Heights	34,331	843	2	3	277	449	564
Chicago Ridge	5,748	120			49	87	71
Cicero	69,130	1,385	3	3	446	645	936
Clarendon Hills	5,885	66	1	1	25	37	40
Clinton	7,355	102			23	34	79
Collinsville	14,217	191	2	2	74	120	115
Crest Hill	5,887	44	2	2	23	31	19
Creve Coeur	6,684	80			26	36	54
Crystal Lake	8,314	119			34	46	85
Danville	41,856	1,135	1	1	326	483	808
Decatur	78,004	1,460	3	4	506	731	951
Deerfield	11,786	163			52	75	111
DeKalb	18,486	243	1	1	53	67	189
Des Plaines	34,886	866	4	4	316	528	546
Dixon	19,565	262	1	1	65	82	196
Dolton	18,746	250			75	119	175
Downers Grove	21,154	368	2	2	104	157	262
DuQuoin	6,558	47			13	23	34
East Alton	7,630	192			69	102	123
East Moline	16,732	350	3	3	97	159	250
East Peoria	12,310	395	3	4	139	214	253
East St. Louis	81,712	1,656	8	10	544	833	1,104
Edwardsville	9,996	128			42	59	86
Effingham	8,172	149			47	72	102
Elgin	49,447	968	4	4	296	435	668
Elk Grove Village	6,608	86	2	2	25	42	59
Elmhurst	36,991	640	1	1	219	328	420
Elmwood Park	23,866	430	1	2	154	243	275
Evanston	79,283	1,561	3	3	482	727	1,076
Evergreen Park	24,178	362	1	1	144	226	217
Fairfield	6,362	83			23	34	60
Flora	5,331	71			18	30	53
Forest Park	14,452	302			104	158	198
Franklin Park	18,322	587	2	2	190	287	395
Freeport	26,628	413			117	172	296
Galesburg	37,243	587	2	2	142	200	443
Geneseo	5,169	46			9	13	37
Geneva	7,646	186			49	76	137
Glen Ellyn	15,972	239	2	3	69	115	168
Glencoe	10,472	151			36	53	115
Glenview	18,132	330			100	147	230
Granite City	40,073	537	1	2	187	263	349
Harrisburg	9,171	127	2	2	26	39	99
Harvey	29,071	803	4	4	267	431	532
Harwood Heights	5,688	101	1	1	43	74	57

TABLE 50.—Continued.

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Hazel Crest	6,205	69	----------	----------	22	35	47
Herrin	9,474	109	----------	----------	35	45	74
Highland Park	25,532	585	1	1	177	270	407
Hillside	7,794	170	----------	----------	76	124	94
Hinsdale	12,859	265	2	2	73	112	190
Hoffman Estates	7,554	38	1	1	10	15	27
Hometown	7,479	78	1	1	33	54	44
Homewood	13,371	239	1	1	71	123	167
Hoopeston	6,606	78	1	1	17	25	60
Jacksonville	21,690	335	4	4	83	108	248
Jerseyville	7,420	125	1	1	44	67	80
Joliet	66,780	1,610	4	4	532	811	1,074
Kankakee	27,666	677	1	1	196	285	480
Kewanee	16,324	131	1	1	31	41	99
LaGrange	15,285	381	2	2	127	186	252
LaGrange Park	13,793	144	----------	----------	51	83	93
Lake Forest	10,687	242	1	1	90	139	151
Lansing	18,098	226	3	3	58	85	165
LaSalle	11,897	187	----------	----------	51	73	136
Lawrenceville	5,492	65	----------	----------	17	27	48
Libertyville	8,560	121	----------	----------	29	44	92
Lincoln	16,890	201	2	2	41	56	158
Lincolnwood	11,744	414	----------	----------	175	301	239
Litchfield	7,330	75	----------	----------	23	38	52
Lockport	7,560	120	2	4	41	56	77
Lombard	22,561	199	1	1	76	126	122
Loves Park	9,086	179	1	1	60	102	118
Lyons	9,936	283	2	2	112	181	169
Macomb	12,135	199	1	1	49	67	149
Madison	6,861	113	----------	----------	33	44	80
Marion	11,274	169	1	1	52	95	116
Markham	11,704	116	2	3	49	101	65
Mattoon	19,088	304	1	1	90	115	213
Maywood	27,330	550	1	1	206	322	343
Melrose Park	22,291	793	3	3	295	475	495
Mendota	6,154	91	----------	----------	19	26	72
Metropolis	7,339	60	----------	----------	17	32	43
Midlothian	6,605	75	----------	----------	22	29	53
Moline	42,705	1,173	10	10	345	502	818
Monmouth	10,372	159	----------	----------	42	64	117
Morris	7,935	118	2	3	32	41	84
Morton	5,325	80	----------	----------	23	30	57
Morton Grove	20,533	598	----------	----------	261	431	337
Mount Carmel	8,594	116	----------	----------	38	50	78
Mount Prospect	18,906	403	1	1	136	235	266
Mount Vernon	15,566	323	3	3	84	122	236
Mundelein	10,526	118	1	1	34	53	83
Murphysboro	8,673	128	----------	----------	36	53	92
Naperville	12,933	139	1	1	47	74	91
Niles	20,393	654	3	3	293	447	358
Normal	13,357	173	----------	----------	52	85	121
Norridge	14,087	140	1	1	54	83	85
North Chicago	20,517	315	1	1	79	109	235
North Riverside	7,989	119	1	1	35	74	83
Northbrook	11,635	184	2	2	63	123	119
Northlake	12,318	217	----------	----------	89	137	128
Oak Lawn	27,471	702	3	3	295	512	404
Oak Park	61,093	1,110	2	2	389	571	719
Olney	8,780	146	----------	----------	42	57	104
Ottawa	19,408	276	1	1	79	109	196
Palatine	11,504	190	----------	----------	66	102	124
Pana	6,432	59	----------	----------	13	17	46
Paris	9,823	181	4	6	41	67	136
Park Forest	29,993	204	----------	----------	73	130	131
Park Ridge	32,659	566	3	5	194	318	369
Pekin	28,146	439	4	4	145	221	290
Peoria	103,162	2,932	10	10	924	1,342	1,998
Peoria Heights	7,064	70	2	2	28	41	40
Peru	10,460	118	----------	----------	40	49	78
Pontiac	8,435	129	----------	----------	29	42	100
Princeton	6,250	64	----------	----------	16	24	48
Quincy	43,793	775	1	1	227	337	547
Rantoul	22,116	168	----------	----------	51	86	117
River Forest	12,695	315	1	1	104	168	210
River Grove	8,464	332	----------	----------	129	212	203
Riverdale	12,008	215	----------	----------	77	134	138
Riverside	9,750	215	1	1	69	105	145
Robbins	7,511	61	----------	----------	24	32	37
Robinson	7,226	70	----------	----------	24	40	46
Rochelle	7,008	108	----------	----------	25	33	83
Rock Falls	10,261	180	----------	----------	51	79	129
Rock Island	51,863	1,222	5	5	374	561	843

TABLE 50.—Concluded.

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Rockford	126,706	2,822	13	15	961	1,409	1,848
Rolling Meadows	10,879	62	----------	----------	25	38	37
Round Lake Beach	5,011	17	----------	----------	8	9	9
Salem	6,165	100	1	1	27	41	72
Schiller Park	5,687	213	2	3	97	180	114
Skokie	59,364	1,745	6	6	694	1,141	1,045
South Holland	10,412	167	----------	----------	65	101	102
Spring Valley	5,371	59	1	1	24	33	34
Springfield	83,271	1,787	17	17	564	832	1,206
St. Charles	9,269	212	1	1	63	95	148
Steger	6,432	65	----------	----------	19	33	46
Sterling	15,688	370	----------	----------	110	168	260
Stickney	6,239	87	2	2	29	57	56
Streator	16,868	250	2	2	76	108	172
Summit	10,374	275	4	6	104	172	167
Sycamore	6,961	98	----------	----------	24	30	74
Taylorville	8,801	159	1	1	43	65	115
Tinley Park	6,392	69	----------	----------	22	37	47
Urbana	27,294	507	----------	----------	114	159	393
Vandalia	5,537	110	----------	----------	26	36	84
Venice	5,380	91	1	1	31	44	59
Villa Park	20,391	305	----------	----------	106	182	199
Washington	5,919	48	----------	----------	10	15	38
Washington Park	6,601	43	----------	----------	20	29	23
Watseka	5,219	69	----------	----------	15	19	54
Waukegan	55,719	946	2	2	297	463	647
West Chicago	6,854	65	----------	----------	20	30	45
West Frankfort	9,027	126	1	1	52	73	73
Westchester	18,092	179	----------	----------	55	93	124
Western Springs	10,838	127	----------	----------	36	51	91
Westmont	5,997	82	1	1	23	38	58
Wheaton	24,312	285	----------	----------	87	126	198
Wheeling	7,169	91	----------	----------	35	51	56
Wilmette	28,268	570	1	1	181	285	388
Winnetka	13,368	312	2	2	86	125	224
Wood River	11,694	204	----------	----------	79	135	125
Woodstock	8,897	99	1	1	27	36	71
Worth	8,196	91	----------	----------	39	59	52
Zion	11,941	151	1	1	59	89	91

X. MACHINERY

1. GENERAL.—The Bureau of Machinery is one of the bureaus in the Division of Highways. As such it is under the general administration of the Chief Highway Engineer. The executive officer of the Bureau of Machinery is the Superintendent of Transportation who provides the centralized control and general supervision of the operation of the State highway garages.

These garages are located at the following cities:

Elgin	Champaign
Dixon	Springfield (Central Garage)
Ottawa	Effingham
Watseka	East St. Louis
Peoria	Carbondale
Monmouth	North Chicago, 4051 Harlem Avenue
Paris	South Chicago, 159th and Crawford Avenue

With State garages at these locations, service for State owned vehicles is readily available in any part of the State.

2. SCOPE OF RESPONSIBILITY.—The responsibility of the Bureau of Machinery is to develop general policies for operation of the State highway garages; to make requisitions for automotive vehicles and equipment; to prepare requisitions and specifications for equipment, repairs, and supplies needed for servicing State-owned vehicles; to analyze bids for repairs, supplies, and motor vehicles and prepare letters of recommendation to the Department of Finance for the Chief Highway Engineer; to review invoices for work on State vehicles made outside the State garages; to develop and maintain accounting records for administering the State Garage Revolving Fund; to maintain operating cost of each motor vehicle operated under the executive branch of the State Government; to make periodic reviews of garage operation to see that the State garages are operated in accordance with the policies of the Bureau; and to process the purchases of motor vehicles for all agencies under the Governor.

The direct responsibility for the operation of the Central Garage in Springfield is vested in the Bureau of Machinery and correspondence concerning its operations processed through the Superintendent of Transportation while correspondence concerning the other garages is directed through the respective district engineer who is responsible for the direct operation and maintenance of State garages in his district.

3. STATE GARAGE REVOLVING FUND.—In 1941 the State enacted legislation to establish the State Garage Revolving Fund in the State Treasury. The purpose of its establishment was to eliminate the use of highway funds for servicing vehicles belonging to other State agencies; to establish better administrative control in State garage operation; and to operate the State garages on an efficient and self-sustaining basis.

As directed by State legislation all costs of operating the State garages are paid from the State Garage Revolving Fund and controlled by appropriations by the General Assembly from this fund.

A depreciation charge on machinery and equipment is recorded monthly to present the financial position of the fund and the operating costs of the garages in a true light.

The balance sheet, Table 51, gives the status of the State Garage Revolving Fund at the end of each of the years 1961 and 1962.

4. STATE VEHICLES SERVICED.—A total of 5,866 State-owned vehicles were on hand at December 31, 1962. This was an increase of 124 over the number at the beginning of the year. Included are all State owned vehicles operated by governmental agencies under the Governor of which 602 passenger cars and 2,078 trucks are operated by the Division of Highways.

Monthly cost reports are tabulated for each vehicle and the operating costs and mileages are reported semiannually in June and December to the respective State agency in which the ownership is vested.

A summary of the operating costs for passenger cars and trucks operated by the Division of Highways is shown in Table 52.

5. SERVICES, INVENTORIES, EQUIPMENT, AND STATISTICS.—The employment of experienced and qualified personnel in the 14 State garages, the prompt service and repair, and periodic inspection insure that State vehicles are kept in the best operating condition at all times.

(a) *Services.*—The service provided for State vehicles includes servicing with gasoline, oil, and antifreeze; washing and polishing; installing and charging batteries; lubrication; motor tune-ups; brake adjustment and relining; tire and tube repair and installation; wheel balancing, painting, body repairs and fender work; safety inspection; inspecting new vehicles; motor overhauling; and installation of new motors.

(b) *Inventories.*—A complete inventory of all parts, accessories, and supplies is maintained in each garage. The record is kept by means of a card system which facilitates determining the number of parts in stock at any time; keeping an adequate supply of fast moving items; and furnishing a simple method for making the inventory.

An inventory is taken at each garage once a year on a rotating, unscheduled basis by the Chief Accountant and other representatives of the Bureau of Machinery. The foreman of each garage is responsible for whatever other inventories he deems necessary in the operation of his garage between official inventories.

Each garage is required to forward monthly physical inventories on tires, tubes, batteries, gasoline, oil, and antifreeze. These reports

TABLE 51.—BALANCE SHEET OF STATE GARAGE REVOLVING FUND.

Items	At December 31	
	1961	1962
ASSETS		
Current Assets:		
Cash	$ 329,435.62	$ 318,959.78
Accounts receivable	244,159.50	500,291.34
Inventories and jobs completed (Not submitted)	619,856.05	459,160.82
Fixed Assets:		
Garage machinery and equipment (Cost)	317,859.65	318,109.24
Office equipment (Cost)	40,826.63	40,751.63
Passenger cars and trucks (Cost)	61,948.15	96,593.49
Less Reserve for depreciation	249,826.88	267,383.22
Total assets	$1,364,258.72	$1,466,483.08
LIABILITIES		
Current Liabilities:		
Accounts payable	$122,526.54	$127,013.62
Accrued payrolls	38,417.02	40,138.82
Fixed Liabilities:		
Due Division of Highways		
Initial parts inventory (July 1, 1941)	44,196.47	[1]
Initial equipment inventory (July 1, 1941)	155,910.18	[1]
Total liabilities	$361,050.21	$167,152.44
SURPLUS		
Earned Surplus	$1,003,208.51	$1,299,330.64
Total liabilities and surplus	$1,364,258.72	$1,466,483.08

[1] Liability to the Division of Highways for initial parts and equipment inventory was transferred to surplus in 1962.

furnish the Bureau with a guide for purchasing the items needed. In addition, they supplement the monthly garage report with indication of overage or shrinkage occurring during the month.

(c) *Equipment.*—State owned automotive equipment is kept in the best operating condition possible by careful servicing, repairing, and inspection. Passenger cars are inspected in January and July while trucks are inspected in April and October each year.

Whenever necessary new garage equipment is purchased to service new model cars or to replace obsolete or worn out items.

(d) *Statistics.*—The 14 State garages forwarded to the Bureau of Machinery 5,781 requisitions for parts, equipment, and supplies during 1962. These requisitions necessitated the issuance by the Bureau of 4,623 orders to 519 vendors for delivery of the items needed. Approximately 58,800 job invoices and 90,200 gasoline, oil, and antifreeze tickets were also issued. The total volume of sales by the State Garage Revolving Fund in 1962 was $2,496,855.66. The profit after depreciation was $117,991.57 for the year's operation.

TABLE 52.—OPERATING COSTS FOR MOTOR VEHICLES USED BY THE DIVISION OF HIGHWAYS DURING 1962.

PASSENGER CARS

Total passenger cars	602	Total gasoline consumption, gallons	722,605
Total miles traveled	10,783,205	Average mileage per gallon, gasoline	14.9
Average mileage per car	17,912	Total oil consumption, quarts	25,723
Average operation cost per mile....$	0.0721	Average mileage per quart of oil	419

PASSENGER CAR OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline	$203,521.98	$0.0189	26.17
Oil	12,456.75	.0011	1.60
Washing and lubrication	10,648.24	.0010	1.37
Repairs—labor	72,730.68	.0067	9.35
Repairs—parts	69,554.37	.0064	8.95
Tires	27,524.57	.0026	3.54
Tubes	200.32	.0000	0.03
Batteries and miscellaneous	4,987.87	.0005	0.64
Antifreeze	2,275.02	.0002	0.29
Storage	3,593.51	.0004	0.46
Depreciation	370,129.21	.0343	47.60
Total	$777,622.52	$0.0721	100.00

TRUCKS

Total trucks	2,078	Total gasoline consumption, gallons	3,984,974
Total miles traveled	28,643,978	Average mileage per gallon, gasoline	7.2
Average mileage per truck	13,784	Total oil consumption, quarts	152,386
Average operating cost per mile....$	0.1296	Average mileage per quart of oil	188

TRUCK OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline	$1,113,873.32	$0.0389	30.00
Oil	73,635.26	.0026	1.98
Washing and lubrication	54,792.80	.0019	1.48
Repairs—labor	493,062.37	.0172	13.28
Repairs—parts	574,127.29	.0201	15.47
Tires	138,198.19	.0048	3.72
Tubes	6,761.69	.0002	0.18
Batteries and miscellaneous	24,938.16	.0009	0.67
Antifreeze	3,620.10	.0001	0.10
Storage	63,609.61	.0022	1.71
Depreciation	1,165,708.32	.0407	31.41
Total	$3,712,327.11	$0.1296	100.00

XI. LOCAL ROADS AND STREETS

1. GENERAL.—The principal function of the Bureau of Local Roads and Streets is to supervise highway and street activities of the counties, municipalities, and road districts[1] which involve the use of motor fuel tax funds. Additional duties which have been delegated to this Bureau since 1951 are the supervision and planning of county roads to be improved with Federal-aid secondary funds.

A counterpart of the Bureau is maintained in each of the ten highway districts. The work from the district level concerns the designation of highway and street systems; the location, survey, design, and construction of highway and street improvements; and the maintenance of highways so improved. Contacts with local officials are largely through the district offices. All resolutions, plans, requests, and other documents are first submitted to the district office where they are checked before submittal to the central office for approval. Uniformity of action and correlation of the work of the Bureau and the district offices are accomplished by field engineers from the central office.

2. RECONCILIATION OF FINANCIAL DATA.—A reconciliation is necessary when comparing allotments and balances shown in this section with those given in the section on financing. Motor fuel tax which is deposited and accumulates in the State Treasury during the month is allotted during the early part of the following month. The Department of Finance considers the allotments applicable to the month of deposit yet the money is not available for use until the following month. Consequently, the December allotment of the Department of Finance is not available for withdrawal by local units until January and for this reason is considered a January allotment by this Bureau. The following statement is a reconciliation of allotments between this section and the data contained in Section II, Financing.

[1] The reference to road districts in this section includes township, township districts, and county unit road districts.

DOWN-STATE COUNTY ALLOTMENTS

County allotment shown in Section I, Table 4 and Section II, Figure 4	$17,981,937.52
Less December 1962 allotment	1,504,958.69
	$16,476,978.83
Add December 1961 allotment	1,511,536.01
County allotment shown in Section XI, Table 56	$17,988,514.84

COOK COUNTY ALLOTMENTS

Cook County allotment shown in Section I, Table 4 and Section II, Figure 4	$16,483,442.75
Less December 1962 allotment	1,379,545.47
	$15,103,897.28
Add December 1961 allotment	1,385,574.68
Cook County allotment shown in Section XI, Table 56	$16,489,471.96

MUNICIPAL ALLOTMENTS

Municipal allotment shown in Section I, Table 5 and Section II, Figure 4	$47,951,833.37
Less December 1962 allotment	4,013,223.17
	$43,938,610.20
Add December 1961 allotment	4,030,762.69
Municipal allotment shown in Section XI, Table 61	$47,969,372.89

ROAD DISTRICT ALLOTMENT

Road District allotment shown in Section I, Table 6 and Section II, Figure 4	$14,984,947.95
Less December 1962 allotment	1,254,132.24
	$13,730,815.71
Add December 1961 allotment	1,259,613.34
Road District allotment shown in Section XI, Table 65	$14,990,429.05

The closing balances in the motor fuel tax accounts shown in this section will be equal to those shown in Section II, Financing, if the December 1962 allotments as shown by the Department of Finance are added to the balances given in this section. A reconciliation of balances is shown below.

Item	Down-State Counties	Cook County	Municipalities	Road Districts
Balances at December 31, 1962—Section XI, Tables 56, 61, and 65	$10,901,138.05	$17,503,808.17	$41,396,172.82	$15,738,086.17
Add December 1962 allotment	1,504,958.69	1,379,545.47	4,013,223.17	1,254,132.24
Funds redeposited[1]	12,843.02			
Total balance Dec. 31, 1962 shown in Section I, Tables 4, 5, and 6 and Section II, Table 12	$12,418,939.76	$18,883,353.64	$45,409,395.99	$16,992,218.41
Less Temporary transfer to State General Revenue Fund	$5,000,000.00		9,500,000.00	2,500,000.00
Balance Available Section II, Table 12	$26,302,293.40		$35,909,395.99	$14,492,218.41

3. TABLES.—The tables which follow show State revenue available to the counties, municipalities, and townships or road districts; the amounts withdrawn by each unit of government for highway purposes; and the amount of work accomplished with State aids during 1962.

TABLE 53.—COUNTY HIGHWAY MILEAGES.—DECEMBER 31, 1962.

County	Class Number	Total Rural Road Mileage	Permissible County Highway Mileage	Designated Rural County Highway Mileage
Adams	2	1,549.28	387.32	377.00
Alexander	1	368.82	92.21	69.97
Bond	1	718.37	179.59	116.98
Boone	1	522.63	130.66	86.92
Brown	1	499.94	124.99	76.23
Bureau	2	1,510.36	377.59	315.50
Calhoun	1	336.58	84.15	57.96
Carroll	1	748.51	187.13	118.15
Cass	1	533.35	133.34	88.09
Champaign	2	1,970.82	492.71	79.91
Christian	2	1,417.27	354.32	139.40
Clark	1	999.48	249.87	158.00
Clay	1	926.02	231.51	136.63
Clinton	1	813.26	203.32	108.97
Coles	2	1,017.27	254.32	124.47
Cook	3	1,515.08	1,136.31	443.32
Crawford	1	861.16	215.29	153.06
Cumberland	1	711.21	177.80	105.32
DeKalb	2	1,090.68	272.67	153.20
DeWitt	1	759.61	189.90	91.21
Douglas	1	815.39	203.85	79.15
DuPage	2	1,022.41	255.60	178.47
Edgar	1	1,151.08	287.77	142.57
Edwards	1	411.71	102.93	60.98
Effingham	1	971.02	242.76	147.06
Fayette	2	1,380.27	345.07	169.40
Ford	1	955.53	238.88	106.48
Franklin	2	876.23	219.06	154.88
Fulton	2	1,387.80	346.95	236.00
Gallatin	1	471.19	117.80	105.57
Greene	1	841.26	210.32	151.70
Grundy	1	756.27	189.07	131.01
Hamilton	1	894.21	223.55	136.83
Hancock	1	1,427.08	356.77	192.71
Hardin	1	260.06	65.02	41.66
Henderson	1	600.07	150.02	81.49
Henry	2	1,478.26	369.57	154.48
Iroquois	2	2,200.42	550.11	339.70
Jackson	2	977.62	244.41	164.46
Jasper	1	1,002.16	250.54	180.83
Jefferson	2	1,238.75	309.69	258.33
Jersey	1	587.67	146.92	112.95
JoDaviess	1	870.58	217.65	167.33
Johnson	1	485.84	121.46	67.98
Kane	2	1,004.34	[1]334.20	300.11
Kankakee	2	1,297.43	324.36	227.00
Kendall	1	576.73	144.18	113.31
Knox	2	1,257.53	314.38	256.65
Lake	2	1,110.53	277.63	197.69
LaSalle	2	2,162.75	540.69	371.42
Lawrence	1	721.12	180.28	126.12
Lee	2	1,270.20	317.55	199.19
Livingston	2	2,089.27	522.32	256.85
Logan	2	1,079.14	269.79	182.13
McDonough	2	1,117.01	279.25	191.79
McHenry	2	1,297.37	324.34	178.93
McLean	2	2,181.99	545.50	414.17
Macon	2	1,203.02	300.76	234.41
Macoupin	2	1,471.24	367.81	209.66
Madison	2	1,440.40	360.10	187.23
Marion	2	1,170.17	292.54	231.93
Marshall	1	655.76	163.94	109.60
Mason	1	865.55	216.39	130.05
Massac	1	416.57	104.14	68.14
Menard	1	521.38	130.35	84.68
Mercer	1	948.82	237.21	148.81
Monroe	1	557.96	139.49	75.18
Montgomery	2	1,322.63	330.66	186.54
Morgan	2	1,003.44	250.86	165.30
Moultrie	1	667.76	166.94	55.27
Ogle	2	1,351.70	337.93	263.48
Peoria	2	1,236.83	[2]374.14	314.59
Perry	1	723.18	180.80	138.35
Piatt	1	826.12	206.53	72.69
Pike	1	1,323.30	330.83	158.48
Pope	1	454.92	113.73	48.15
Pulaski	1	326.60	81.65	45.43
Putnam	1	278.09	69.52	38.73
Randolph	2	927.78	231.95	165.76

TABLE 53.—Concluded.

County	Class Number	Total Rural Road Mileage	Permissible County Highway Mileage	Designated Rural County Highway Mileage
Richland	1	775.59	193.90	137.93
Rock Island	2	745.52	[1]248.07	173.66
St. Clair	2	1,222.09	305.52	214.71
Saline	2	765.43	191.36	139.72
Sangamon	2	1,615.50	403.88	250.70
Schuyler	1	749.83	187.46	104.53
Scott	1	397.70	99.43	65.00
Shelby	1	1,527.84	381.96	232.05
Stark	1	532.82	133.21	104.23
Stephenson	2	1,095.84	273.96	246.00
Tazewell	2	1,180.06	295.02	181.84
Union	1	638.46	159.62	110.37
Vermilion	2	1,671.82	417.96	44.61
Wabash	1	398.01	99.50	76.24
Warren	1	1,026.78	256.70	173.82
Washington	1	907.44	226.86	126.68
Wayne	1	1,398.34	349.59	225.81
White	1	1,020.20	255.05	168.27
Whiteside	2	1,189.21	297.30	211.51
Will	2	1,758.70	439.68	282.04
Williamson	2	810.47	202.62	119.36
Winnebago	2	1,104.72	[3]444.80	312.68
Woodford	1	954.63	238.66	146.38
Total		102,278.21	26,705.62	[4]16,558.27

Note: The total rural road mileage on this table does not include mileage of toll facilities.
[1] Includes 3 additions of 10 percent each as authorized by law.
[2] Includes 2 additions of 10 percent each as authorized by law.
[3] Includes 5 additions of 10 percent each as authorized by law.
[4] Contains 16,318.05 miles of existing county highways. The remaining mileage is designated only and not coincident with any existing road.

TABLE 54.—STATUS OF FEDERAL-AID SECONDARY ALLOTMENTS AUTHORIZED BY THE FEDERAL-AID HIGHWAY ACTS OF 1956, 1958, 1960 AND 1962 BY COUNTIES, DECEMBER 31, 1962.

County	1956 Act					1958 Act					1960 Act					1962 Act				
	Allotment	Not Programed	Programed[1] but not under Contract	Under Contract but not Completed[2]	Construction Completed and Accepted	Allotment	Not Programed	Programed but not under Contract	Under Contract but not Completed[2]	Construction Completed and Accepted	Allotment	Not Programed	Programed but not under Contract	Under Contract but not Completed[2]	Construction Completed and Accepted	Allotment	Not Programed	Programed but not under Contract	Under Contract but not Completed[2]	Construction Completed and Accepted
Adams	$181,752.00				$181,752.00	$186,981.00			$165,108.27	$21,872.73	$190,105.00	$163,613.27		$26,491.73		$97,520.00	$97,520.00			
Alexander	59,175.00				59,175.00	60,877.00			36,848.05	24,028.95	59,213.00			59,213.00		30,475.00			$30,475.00	
Bond	95,807.00				95,807.00	98,563.00			86,195.99	12,367.01	98,707.00	87,302.20		11,404.80		50,284.00	50,284.00			
Boone	69,038.00				69,038.00	71,023.00			19,047.92	51,975.08	74,575.00	40,722.92		33,852.08		38,094.00	38,094.00			
Brown	69,038.00			$15,578.96	53,459.04	71,023.00	$2,601.96		68,421.04		70,908.00	70,908.00				35,508.00	35,508.00			
Bureau	194,432.00				194,432.00	200,026.00			99,566.14	100,459.86	190,823.00	73,189.14		117,633.86		97,520.00	97,520.00			
Calhoun	59,175.00			11,205.53	47,969.47	60,877.00	24,482.53		36,394.47		59,213.00	59,213.00				30,475.00	30,475.00			
Carroll	102,852.00				102,852.00	105,810.00				105,810.00	116,992.00				$116,992.00	58,664.00			15,044.69	$43,619.31
Cass	77,491.00				77,491.00	81,170.00			75,458.47	5,711.53	80,422.00	64,580.47		15,841.53		41,141.00	41,141.00			
Champaign	232,474.00				232,474.00	238,435.00				238,435.00	233,212.00	58,893.02		164,800.00	9,518.98	119,615.00	119,615.00			
Christian	164,845.00			70,514.39	94,330.61	169,587.00			169,587.00		168,152.00	84,553.39		83,598.61		86,092.00	86,092.00			
Clark	121,169.00				121,169.00	126,103.00				126,103.00	125,018.00			103,198.35	21,819.65	63,998.00	2,196.35		61,801.65	
Clay	108,487.00			26,295.27	82,191.73	111,608.00	67,903.27		43,704.73		108,194.00	108,194.00				55,617.00	55,617.00			
Clinton	122,577.00				122,577.00	126,103.00				126,103.00	127,968.00			11,680.78	116,287.22	64,760.00			64,760.00	
Coles	116,942.00				116,942.00	120,305.00			62,039.82	58,265.18	120,632.00			120,632.00		61,712.00	60,883.82		828.18	
Cook	533,274.00			533,274.00		545,723.00			545,723.00		504,102.00	13,022.24		491,079.76		309,322.00	309,322.00			
Crawford	107,079.00			15,153.39	91,925.61	110,159.00			110,159.00		108,938.00		$105,950.39	2,987.61		55,617.00	48,567.39	$7,049.61		
Cumberland	87,353.00				87,353.00	89,867.00			46,377.91	43,489.09	89,192.00			89,192.00		45,713.00	30,982.91		14,730.09	
DeKalb	145,119.00				145,119.00	149,294.00				149,294.00	155,740.00			98,761.96	56,978.04	79,235.00	61,796.96		17,438.04	
DeWitt	94,399.00				94,399.00	95,665.00			12,223.71	83,441.29	94,321.00			83,591.55	10,729.45	47,998.00	2,113.26		45,884.74	
Douglas	107,079.00				107,079.00	110,159.00				110,159.00	114,812.00				114,812.00	57,903.00			27,971.19	29,931.81
DuPage	190,919.00				190,919.00	197,127.00				197,127.00	228,239.00	63,704.06		143,600.00	20,934.94	133,328.00	133,328.00			
Edgar	132,440.00				132,440.00	136,249.00				136,249.00	141,681.00			105,737.23	35,943.77	76,950.00	17,537.23		59,412.77	
Edwards	61,993.00				61,993.00	63,777.00				63,777.00	62,880.00				62,880.00	31,999.00				31,999.00
Effingham	114,124.00			18,788.64	95,335.36	117,406.00			117,406.00		117,709.00	51,203.64		66,505.36		60,188.00	60,188.00			
Fayette	156,392.00				156,392.00	160,890.00			1,112.17	159,777.83	157,175.00	55,137.17		102,037.83		80,759.00	80,759.00			
Ford	116,942.00				116,942.00	120,305.00				120,305.00	121,376.00			84,316.28	37,059.72	61,712.00	1,686.28		60,025.72	
Franklin	132,440.00			132,440.00		136,249.00			136,249.00		125,762.00	97,074.85		28,687.15		63,236.00	63,236.00			
Fulton	188,797.00				188,797.00	194,227.00			67,266.67	126,960.33	190,105.00			190,105.00		96,758.00	75,429.67		21,328.33	
Gallatin	74,673.00				74,673.00	76,821.00				76,821.00	73,831.00			71,593.02	2,237.98	38,094.00	7,785.02		30,308.98	
Greene	121,169.00				121,169.00	124,653.00				124,653.00	122,838.00			114,591.99	8,246.01	62,474.00			62,474.00	
Grundy	97,217.00				97,217.00	100,013.00				100,013.00	104,554.00	88,794.18			15,759.82	53,331.00	53,331.00			
Hamilton	105,670.00			49,511.81	56,158.19	107,260.00			107,260.00		103,809.00	58,530.81		45,278.19		53,331.00	53,331.00			
Hancock	174,708.00				174,708.00	179,733.00			152,019.08	27,713.92	179,128.00	111,347.08		67,780.92		91,425.00	91,425.00			
Hardin	50,721.00				50,721.00	52,181.00	18,986.89		6,140.00	27,054.11	49,726.00	49,726.00				25,142.00	25,142.00			
Henderson	81,718.00				81,718.00	84,068.00				84,068.00	84,062.00	12,220.06		62,500.00	9,341.94	43,427.00	43,427.00			
Henry	185,979.00				185,979.00	191,329.00			32,438.81	158,890.19	188,643.00	63,781.81		124,861.19		95,996.00	95,996.00			
Iroquois	244,442.00				244,442.00	250,756.00				250,756.00	244,188.00	121,705.56		50,800.00	71,682.44	125,710.00	125,710.00			
Jackson	128,213.00				128,213.00	133,350.00			26,442.49	106,907.51	134,532.00		7,274.49	127,257.51		68,569.00		68,569.00		
Jasper	112,715.00			8,915.23	103,799.77	115,956.00			115,956.00		115,503.00	95,374.23		20,128.77		59,426.00	59,426.00			
Jefferson	142,303.00				142,303.00	146,395.00			112,907.72	33,487.28	140,379.00	80,686.72		59,692.28		71,616.00	71,616.00			
Jersey	81,718.00	$12,647.53			69,070.47	84,068.00	84,068.00				84,807.00	84,807.00				43,427.00	43,427.00			
JoDaviess	131,031.00				131,031.00	134,800.00			11,486.82	123,313.18	134,506.00			134,506.00		69,331.00			69,331.00	
Johnson	74,673.00				74,673.00	76,822.00				76,822.00	73,831.00				73,831.00	38,094.00			33,678.88	4,415.12
Kane	159,210.00				159,210.00	163,064.00				163,064.00	176,762.00	59,649.20		32,900.00	84,212.80	95,235.00	95,235.00			
Kankakee	187,389.00				187,389.00	192,778.00			60,946.53	131,831.47	218,675.00	38,004.53	26,000.00	154,670.47		109,710.00	109,710.00			
Kendall	80,310.00				80,310.00	82,619.00				82,619.00	93,604.00			93,087.79	516.21	47,236.00	12,523.79		34,712.21	
Knox	159,210.00				159,210.00	163,789.00				163,789.00	165,973.00	10,253.95		116,900.00	38,819.05	84,568.00	84,568.00			
Lake	247,972.00				247,972.00	255,105.00			211.92	254,893.08	284,239.00	21,150.92		263,088.08		150,090.00	150,090.00			
LaSalle	257,835.00				257,835.00	265,251.00				265,251.00	273,476.00			180,949.26	92,526.74	139,423.00		8,072.26	131,350.74	
Lawrence	95,807.00				95,807.00	98,563.00			7,856.54	90,706.46	95,783.00	9,339.54		86,443.46		49,522.00	49,522.00			
Lee	162,028.00				162,028.00	166,688.00				166,688.00	157,920.00			121,544.03	36,375.97	80,759.00	40,303.03		40,455.97	
Livingston	226,838.00				226,838.00	233,363.00				233,363.00	239,830.00	62,492.44		41,012.85	136,324.71	121,900.00	121,900.00			
Logan	132,440.00				132,440.00	136,249.00			10,262.34	125,986.66	137,456.00	54,718.34		82,737.66		70,093.00	70,093.00			
McDonough	132,440.00				132,440.00	136,249.00				136,249.00	135,994.00	58,031.45			77,962.55	69,331.00	69,331.00			
McHenry	182,465.00			7,850.11	174,614.89	189,154.00	85,404.11		103,749.89		229,678.00	229,678.00				115,043.00	115,043.00			
McLean	246,563.00				246,563.00	253,656.00				253,656.00	258,089.00	35,356.76		170,600.00	52,132.24	131,805.00	131,805.00			
Macon	160,618.00			160,618.00		165,239.00			165,239.00		168,018.00	127,006.34		41,011.66		89,901.00	89,901.00			
Macoupin	204,296.00				204,296.00	210,896.00			144,451.01	66,444.99	210,596.00	156,047.01		54,548.99		106,663.00	106,663.00			
Madison	238,822.00				238,822.00	247,857.00				247,857.00	282,804.00	5,243.73	175,000.00		102,560.27	148,566.00	148,566.00			
Marion	142,303.00				142,303.00	146,395.00			126,138.80	20,256.20	143,302.00	108,140.80		35,161.20		73,140.00	73,140.00			
Marshall	92,990.00				92,990.00	95,665.00			6,699.63	88,965.37	95,783.00			70,372.58	25,410.42	48,760.00	48,182.21		577.79	
Mason	115,532.00				115,532.00	118,856.00				118,856.00	119,915.00	56,546.38			63,368.62	60,950.00	60,950.00			
Massac	61,993.00				61,993.00	63,777.00				63,777.00	62,881.00			48,799.58	14,081.42	31,999.00			31,999.00	
Menard	74,673.00				74,673.00	76,822.00			47,316.63	29,505.37	76,781.00	3,947.63		72,833.37		38,856.00	38,856.00			
Mercer	123,986.00				123,986.00	127,552.00			13,109.66	114,442.34	127,224.00			127,224.00		64,760.00	64,593.66		166.34	
Monroe	87,354.00			87,354.00		89,867.00	64,946.00		24,921.00		94,321.00	94,321.00				47,998.00	47,998.00			
Montgomery	163,437.00			163,437.00		168,137.00			168,137.00		165,973.00	138,229.32		27,743.68		84,568.00	84,568.00			
Morgan	123,274.00			71,565.55	51,708.45	126,103.00			47,619.09	78,483.91	126,480.00	20,165.14		106,314.86		64,760.00	64,760.00			
Moultrie	90,172.00				90,172.00	92,765.00				92,765.00	92,860.00	39,224.96			53,635.04	47,236.00	47,236.00			
Ogle	173,299.00				173,299.00	178,284.00				178,284.00	184,258.00			170,524.64	13,733.36	93,711.00		36,735.64	56,975.36	
Peoria	205,704.00				205,704.00	211,621.00			24,859.41	186,761.59	205,012.00			205,012.00		118,091.00	31,430.91		86,660.09	
Perry	101,444.00				101,444.00	104,361.00			89,133.70	15,227.30	101,630.00	74,963.70		26,666.30		51,808.00	51,808.00			
Piatt	104,261.00				104,261.00	107,260.00				107,260.00	108,938.00			53,365.32	55,572.68	55,617.00			55,617.00	
Pike	169,072.00			69,083.64	99,988.36	173,211.00			173,211.00		171,076.00	34,670.64		136,405.36		87,616.00	87,616.00			
Pope	71,856.00			71,856.00		73,923.00	3,310.72		70,612.28		70,163.00	70,163.00				36,570.00	36,570.00			
Pulaski	64,811.00			32,108.34	32,702.66	66,675.00			66,675.00		61,419.00			61,419.00		31,237.00	12,369.34		18,867.66	
Putnam	46,494.00				46,494.00	47,832.00	14,110.68		28,500.00	5,221.32	47,519.00	47,519.00				24,380.00	24,380.00			
Randolph	140,893.00			125,466.68	15,426.32	144,946.00			144,946.00		151,382.00			151,382.00		76,188.00	59,382.68		16,805.32	
Richland	87,354.00		$14,536.57	72,817.43		89,867.00	33,403.57	$56,463.43			89,192.00	89,192.00				45,713.00	45,713.00			
Rock Island	132,440.00				132,440.00	134,800.00			71,261.88	63,538.12	151,035.00			151,035.00		86,092.00	70,388.88		15,703.12	
St. Clair	255,017.00			55,646.26	199,370.74	263,802.00			263,802.00		253,516.00	9,164.26		244,351.74		135,614.00	135,614.00			
Saline	112,715.00				112,715.00	115,956.00			54,833.61	61,122.39	113,934.00	75,367.61		38,566.39		60,950.00	60,950.00			
Sangamon	229,656.00				229,656.00	235,537.00				235,537.00	232,839.00			65,188.31	167,650.69	130,281.00	105,169.31		25,111.69	
Schuyler	92,990.00				92,990.00	95,665.00			15,917.04	79,747.96	95,039.00	20,956.04		74,082.96		48,760.00	48,760.00			
Scott	60,584.00				60,584.00	62,327.00			20,205.82	42,121.18	62,136.00			62,136.00		31,999.00			31,999.00	
Shelby	176,117.00				176,117.00	181,182.00			126,622.84	54,559.16	180,590.00	78,942.78		101,647.22		92,187.00	92,187.00			
Stark	71,856.00				71,856.00	73,923.00				73,923.00	73,113.00				73,113.00	37,332.00			12,228.22	25,103.78
Stephenson	133,849.00				133,849.00	137,698.00				137,698.00	138,918.00			22,160.45	116,757.55	70,855.00			70,855.00	
Tazewell	176,117.00				176,117.00	181,906.00				181,906.00	176,842.00	35,622.75	10,500.00	6,050.00	124,669.25	92,949.00	92,949.00			
Union	105,670.00				105,670.00	108,710.00				108,710.00	103,836.00			85,298.92	18,537.08	53,331.00	20,185.92		33,145.08	
Vermilion	222,611.00				222,611.00	227,565.00				227,565.00	236,189.00	42,430.90		152,300.00	41,458.10	119,615.00	119,615.00			
Wabash	56,358.00				56,358.00	57,978.00				57,978.00	57,752.00				57,752.00	29,713.00				29,713.00
Warren	116,942.00				116,942.00	120,305.00			44,755.56	75,549.44	119,888.00	52,243.56		67,644.44		61,712.00	61,712.00			
Washington	118,351.00				118,351.00	121,755.00			121,146.43	608.57	120,632.00	77,428.43		43,203.57		61,712.00	61,712.00			
Wayne	150,756.00				150,756.00	155,092.00				155,092.00	152,047.00				152,047.00	77,711.00			59,043.38	18,667.62
White	119,759.00				119,759.00	123,204.00				123,204.00	120,632.00			89,269.43	31,362.57	61,712.00			61,712.00	
Whiteside	162,028.00				162,028.00	166,688.00				166,688.00	176,232.00	4,540.59		125,100.00	46,591.41	89,140.00	89,140.00			
Will	287,422.00				287,422.00	297,140.00			41,229.15	255,910.85	299,333.00	6,662.65		292,670.35		164,565.00	164,565.00			
Williamson	126,804.00				126,804.00	130,452.00				130,452.00	125,045.00	62,495.96		5,250.00	57,299.04	63,236.00	63,236.00			
Winnebago	185,979.00				185,979.00	191,329.00			100,093.15	91,235.85	192,547.00	38,540.15		154,006.85		112,758.00	112,758.00			
Woodford	129,622.00				129,622.00	133,350.00				133,350.00	139,662.00			54,690.94	84,971.06	70,855.00	34,145.94		36,709.06	
State of Illinois	[3]2,000,000.00			529,272.01	1,470,727.99	1,712,115.00			1,712,115.00		1,853,929.92			1,853,929.92		1,000,000.00	89,753.28	232,650.00	677,596.72	
Highway Planning	[4]245,015.00				245,015.00	251,185.00			49,384.23	201,800.77	254,957.00	87,736.85		167,220.15		131,250.00	131,250.00			
Total	[5]$16,334,357.00	$12,647.53	$14,536.57	$2,328,752.24	$13,978,420.66	$16,457,896.00	$399,217.73	$56,463.43	$6,609,503.42	$9,392,711.42	[6]$16,726,152.92	$4,094,473.13	$324,724.88	$9,702,459.12	$2,604,495.79	[8]$8,750,018.00	$6,099,707.84	$353,076.51	$2,113,784.01	$183,449.64

[1] Allocations to Illinois under each Federal-aid Act for Federal-aid secondary work is listed below.

Act	For Year Ending June 30	Allotment	Work Completed
1944	1946	$4,761,820.00	$4,761,820.00
	1947	4,752,492.00	4,752,492.00
	1948	4,688,429.00	4,688,429.00
1948	1950	4,198,769.00	4,198,769.00
	1951	4,189,809.00	4,189,809.00
1950	1952	4,667,413.00	4,667,413.00
	1953	4,638,620.00	4,638,620.00
1952	1954	5,124,593.00	5,124,593.00
	1955	5,165,722.00	5,165,722.00
1954	1956	6,625,129.00	All work for these allotments had been completed except for $708,960.29 which is under contract in Cook, Montgomery, Pope, and Richland Counties.
	1957	6,619,657.00	
1956	1957	**1,189,296.00**	
	1958	8,087,214	Status is analyzed above.
	1959	8,247,143	
1958	1959	3,789,068	This supplementary allocation has not been analyzed in this table, but all of it was under contract at December 31, 1959.
	1960	8,378,987	The amount analyzed in Table 54, above of $16,457,896, does not contain $287,885 which was withheld in Federal funds for repayment of loan previously advanced.
	1961	8,366,794	
1960	1962	8,570,704	The amount analyzed in Table 54, above of $16,726.92 does not contain $341,411 withheld in Federal funds for repayment of loans previously advanced.
	1963	8,496,860	
1962	1964	8,750,018	

[2] These amounts contain contract prices plus about 8 per cent added for contingencies.
[3] Reserved for State construction at Federal-aid secondary roads.
[4] Reserved for highway planning projects.
[5] Contains regular allotment for fiscal years 1958 and 1959 as shown in footnote 1.
[6] Contains regular allotment for fiscal years 1960 and 1961 as shown in footnote 1.
[7] Contains regular allotment for fiscal years 1962 and 1963 as shown in footnote 1.
[8] Contains allotment for fiscal year 1964.

TABLE 55.—FEDERAL-AID SECONDARY CONTRACTS AWARDED DURING 1962.

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Adams	1589	68G	Camp Point, south	0.496	A-1 bit. seal coat, grad. & ty. A surf.	20	$ 117,873.23
Bond	782	18Q	Keysport, west	2.516	A-3 bit. surf. treat., grad. ty. B base & culvert	20	168,704.97
Boone	39	21Q-1 & 28Q	Ill. 76, 1 mi. east of Hunter, east	6.383	B-5 bit. conc.	20	77,461.89
Boone	41	28Q	1¾ mi. north of Capron, east	1.050	B-5 bit. conc.	20	12,731.91
Bureau	243	9-4Q	New Bedford, westerly	4.757	A-3 bit. surf. treat., grad. & ty. B base	22	168,236.79
Calhoun	754	19Q	2 mi. northeast of Deer Plain, northeasterly	1.012	A-3 bit. surf. treat., grad. & ty. B base	20	84,588.63
Carroll	1084	12-1Q	Ill. 78, 7½ mi. south of Mt. Carroll, west	2.731	A-3 bit. surf. treat., grad. & ty. B base	20	75,788.30
Carroll	1086	20-3Q	8 mi. northwest of Mt. Carroll (See JoDaviess Co.)	0.098	B-3 bit. surf., grad. & ty. B surf.	20	5,815.80
Champaign	518	38Q	Main St. in Ogden, north	2.608	I-11 bit. conc., grad. PCC base & 2 bridges	20	305,329.45
Clinton	1783	28Q	US 50 near Beckemeyer, south, west & south	6.113	I-11 bit. conc.	20	130,763.76
Clinton	788	31B	2¼ mi. south of Hoffman (See Washington Co.)	0.048	Bridge & grad.		43,654.36
Clinton	788	31Q	Ill. 161 near Hoffman, south (See Washington Co.)	2.355	I-11 bit. conc., grad. & ty. A base	20	238,138.30
Coles	668	13Q	3½ mi. W. of Oakland, south	3.161	A-3 bit. surf. treat., grad. & SC base	18	217,571.91
Cook	116	110-1415.2	4 mi. east of Palatine, east	2.031	Pumping station & sewers		1,383,736.72
Crawford	1702	43Q	Ill. 33 at Heathville, west	2.430	B-3 bit. surf., grad. & ty. B base	20	[2]167,145.31
Cumberland	656	35Q	½ mi. east of Neoga, east	3.012	B-5 bit. conc., grad. & ty. B wid.	20	65,406.30
DeKalb	1111	54Q	½ mi. east & 4 mi. south of Waterman, easterly	5.345	B-5 bit. conc.	20	67,166.75
DeKalb	1117	57G	DeKalb, east	2.078	Ty. B base & grad.	26 & 38	148,276.66
DeWitt	1491	21Q	5 mi. east of Wapella, north	4.011	A-3 bit. surf. treat., grad. & SC base	18	139,986.15
Douglas	524	37-3	US 36 at Camargo, south	3.096	PCC pavt. & grad.	20	356,967.49
DuPage	1135	(V)L	Interchange at Elmhurst		Highway lighting		[1]8,335.50
DuPage	1135	(V)R	Interchange at Elmhurst	0.560	PCC pavt., grad., service drives & traffic lights	2 @ 24	[1]142,793.00
DuPage	1140	165-1Q	Wheaton, north	1.543	I-11 bit. conc., grad. & SC base	42	265,974.11
Edgar	683	40Q	8 mi. south of US 36 at Hume, south	1.926	A-3 bit. surf. treat., grad., ty. B base & bridge	20	105,374.00
Edgar	680	41Q	US 150 at Paris, southeasterly	2.227	I-11 bit. conc., grad. & SC base	20	138,040.32
Edgar	679	42B	6½ mi. north & 6½ mi. east of Paris, east	0.455	Ty. B surf., grad. & bridge	18	53,034.25
Effingham	711	22B, Q	3½ mi. north of Altamont, north	2.017	A-3 bit. surf. treat., grad., SC base, bridge & traffic signs	20	200,141.60
Fayette	651	26B-1	3 mi. east of Herrick (See Shelby Co.)	0.094	Ty. A surf., grad. & 2 bridges	20	43,497.02
Fayette	716	35Q	1 mi. south of St. Elmo, south	0.514	A-3 bit. surf. treat., grad. & ty. B base	20	42,205.78
Ford	341	16Q-3	US 54 at Melvin, west	3.732	B-5 bit. surf.	20	57,534.61
Ford	1350	37Q	3 mi. north of Gibson City, west	3.892	A-3 bit. surf. treat.	20	17,149.23
Ford	1352	38G-1	2½ mi. south of Clarence, westerly	3.234	Ty. B surf. & grad.	22	80,496.48
Ford	1352	38Q	1½ mi. south of Paxton, east	3.529	A-3 bit. surf. treat.	20	10,624.55
Ford	1322	128B	3 mi. east of Cabery (See Kankakee Co.)	0.012	Bridge		4,702.00
Franklin	868	27Q	4½ mi. east of Ewing, south	1.182	A-3 bit. surf. treat., grad., ty. A & waterbound mac. base	20	49,674.85
Franklin	867	35Q-2	Ill. 148 at Sesser, west	3.706	A-3 bit. surf. treat. & SC base	22	83,393.50
Fulton	452	41-3Q	5½ mi. south of London Mills	0.227	A-3 bit. surf. treat., grad. & ty. B base	20	8,515.62
Fulton	447	41-3Q	Fairview, westerly	5.100	A-3 bit. surf. treat., grad. & ty. B base	20	145,879.22
Gallatin	902	(71, 29) B, 24B	7 mi. south & 10 mi. south of Equality (Also Hardin Co.)	0.037	Ty. B surf., grad. & 2 bridges		[1]98,778.70
Gallatin	902	(71, 29, 24)Q	1¾ mi. west of Karbers Ridge, northerly (Also Hardin & Saline)	4.835	A-3 bit. surf. treat., grad. & ty. B base	18	[1]425,937.47
Greene	732	19FL	South limits of White Hall & southeast of White Hall		FL & crossings at GM&O and CB&Q RR		21,585.00
Greene	732	19Q	US Alt. 67 at White Hall, east	4.795	A-3 bit. surf. treat., grad., ty. A base & traffic signs	20	346,178.85
Grundy	1282	43Q & 44Q	½ mi. south of Kinsman, east & south	2.994	A-3 bit. surf. treat.	20	11,260.49

TABLE 55.—Continued.

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Hamilton	881	33Q	Ill. 142 in Broughton, west	5.874	Ty. B surf., grad., culvert, prel. engr. & FL & crossing work at L&N RR	18	190,242.34
Hamilton	39	34Q	Dahlgren, south	4.584	Ty. B surf. grad., A-3 bit. surf. treat., ty. B base culvert & prel. engr.	18 & 20	171,707.20
Henderson	409	(116, 117)RS	3 mi. east of Oquawka, easterly	5.574	I-11 bit. conc.	22, 14 & var.	[1]182,621.10
Henderson	409	(116, 117)W	3 mi. east of Oquawka, easterly	5.574	PCC base wid. & grad.	2 @ 2	[1]174,813.43
Henry	1232	33G	US 34, ¼ mi. east of Kewanee, east	2.206	Ty. B surf. & grad.	22	82,176.00
Iroquois	321	47G	Iroquois River, 6 mi. east of Clifton, easterly	1.870	Ty. A suf. & grad.	22	35,314.57
Jackson	1918	21Q	Ill. BR 13, 2 mi. north of Murphysboro, westerly	1.195	I-11 bit. conc., grad., ty. A base & waterbound macadam	20	115,177.62
Jefferson	822	84G	Ill. 15 ½ mi. east of Mt. Vernon, northerly	5.875	Ty. B surf. & grad.	22	314,084.05
JoDaviess	1068	74Q	Massbach, southerly (See Carroll Co.)	6.544	B-3 bit. surf., grad. & ty. B base	20	392,421.55
JoDaviess	67	77Q	¼ mi. west of Apple River, west	0.303	B-5 bit. conc., grad. & ty. B base	20	27,091.74
JoDaviess	73	77Q	½ mi. west of Apple River, southerly	7.923	B-5 bit. conc., grad. & ty. B base	20	527,845.89
Kane	111	87B	Over Mill Cr., 3 mi. west of Geneva	0.007	Bridge	--------	29,737.40
Kane	1110	186Q	2 mi. northwest of Carpentersville, south	1.498	B-5 modified bit. conc.	22	31,320.00
Kankakee	1298	47Q	5½ mi. east of Manteno, north	3.093	A-3 bit. surf. treat.	18	17,904.10
Kankakee	1310	108FL	0.1 mi. northwest of Aroma Park	--------	FL & crossing work at NYC RR	--------	19,250.00
Kankakee	1300	124G	¼ mi. west of St. George, northerly	3.068	Ty. A surf. & grad.	20	65,836.50
Kankakee	1322	128B	3 mi. east of Cabery (See Ford Co.)	0.012	Bridge	--------	13,795.25
Kankakee	1322	128G	½ mi. east of Cabery, east	2.995	Ty. A surf. & grad.	20	82,699.00
Kendall	1255	27Q	Newark, southeasterly	3.979	A-3 bit. surf. treat.	20	16,977.69
Kendall	1258	28G	Oswego, southeast	6.782	Ty. B base & grad.	22	161,969.95
Kendall	171	30G	¼ mi. east & ½ mi. south of Sandwich, south	2.415	Ty. B base & grad.	22	74,975.64
Knox	393	17B	Altona, west	0.810	Ty. B surf., grad. & bridge	22	42,815.28
Knox	399	65-2RQ	1½ mi. south of Knoxville, west	3.578	B-5 bit. conc. & grad.	20	61,773.50
Knox	376	78RQ	4 mi. east of Victoria, east	1.573	B-5 bit. conc. & grad.	18	33,991.00
Knox	1395	79G	US 50, ¾ mi. east of Rio, east & south	4.857	Ty. B surf. & grad.	18	80,422.50
Lake	2010	105G	Ill. 59, ¾ mi. north of Barrington, east	3.244	Asphalt stab. base, grad. & ty. B base	24	235,931.50
Lake	13	106-1	Ill. 134, 1100 ft. east of US 12, east	0.246	PCC pavt. & grad.	24	[1]45,965.80
Lake	2006	139G	Ill. 83 at Diamond Lake, south	2.018	Asphalt stab. base, grad., ty. B base & culvert	22	102,067.37
Lake	1003	150G	Ill. 134, ½ mi. northwest of Round Lake, south	1.960	Asphalt stab. base, grad. & ty. B base	24	81,351.86
LaSalle	256	1A	Ill. 178, south of Utica	0.818	Earth grading	22, 2@22 & var.	[1]1,047,829.53
LaSalle	256	1D	Over Illinois River on Ill. 178 at Utica	0.219	Deck & navigation lighting system on bridge	--------	[1]126,683.60
LaSalle	256	1P	Over Illinois River on Ill. 178 at Utica	0.219	Painting structural steel of bridge	--------	[1]16,920.00
LaSalle	256	54-1	US 6 north of Utica, north	0.110	PCC pavt., grad. & ty. A surf.	24	[1]19,557.23
LaSalle	273	78B	1¼ mi. southwest of Kinsman	0.010	Bridge	--------	13,566.70
LaSalle	273	78G	¾ mi. southwest of Kinsman, west	1.036	Ty. B surf. & grad.	22	23,974.64
LaSalle	261	83Q	Ill. 178, ¼ mi. south of Utica, easterly	4.709	A-3 bit. surf. treat.	20	20,787.99
LaSalle	1280	88G	4 mi. south of Marseilles, south	2.005	Ty. B surf.	20	39,974.92
LaSalle	174	90G	US 52 at Prairie Center, south	6.809	Ty. B surf., grad. & bridge	22	100,787.27
LaSalle	275	91	Oglesby, west	1.460	PCC pavt. & grad.	22	155,598.02
LaSalle	260	92G	Troy Grove, northerly	3.724	Ty. B surf. & grad.	22	44,456.78
LaSalle	259	93Q	¾ mi. north of Sheridan, northeasterly	7.808	A-3 bit. surf. treat.	20	33,664.50
Lawrence	807	65Q	Helena, south	3.068	B-3 bit. surf., grad., ty. B base & bridge	20	165,558.61
Lee	179	91Q	4 mi. southeast of Ashton, south	1.002	A-3 bit. surf. treat., grad., ty. B base & culvert	20	46,465.10
Lee	177	111Q	4 mi. east of Amboy, east	1.057	A-3 bit. surf. treat., grad. & ty. B base	20	56,931.60
Lee	1180	112Q	2½ mi. southwest of Sublette, west	0.627	A-3 bit. surf. treat., grad. & ty. B base	20	28,767.29

Lee	184	112Q	2 mi. southwest of Sublette, southwesterly & west	0.721	A-3 bit. surf. treat., grad. & ty. B base	20	37,447.94
Lee	1182	113Q	¾ mi. south & 2 mi. west of Amboy, south	1.037	A-3 bit. surf. treat., grad. & ty. B base	20	48,484.50
Lee	176	117Q	1½ mi. east of Steward, east	2.036	A-3 bit. surf. treat., grad. & ty. B base	20	82,535.89
Livingston	480	105G-2	7½ mi. east & ¼ mi. south of Strawn, south & east	1.986	Ty. A surf.	21	31,750.00
Livingston	480	105Q-1	¼ mi. south & 5½ mi. east of Strawn, east	1.888	A-3 bit. surf. treat.	20	10,090.75
Livingston	1348	106G	1½ mi. northwest of Flanagan, west	3.031	Ty. A surf.	21	51,870.00
Livingston	1354	122Q-1	1 mi. south & 4 mi. east of Streator, east	2.225	A-3 bit. surf. treat.	20	11,709.09
Livingston	348	126G-1FL	Wabash Railroad crossing at Campus	0.003	FL & crossing work	--------	14,394.71
Livingston	348	126Q-1	Campus, west	2.683	A-3 bit. surf. treat.	20	13,858.10
Livingston	353	135Q	4¼ mi. south of Pontiac, east	1.989	A-3 bit. surf. treat.	20	9,791.30
Livingston	348	138Q-1	3 mi. west of Odell, west	3.018	A-3 bit. surf. treat.	20	15,405.80
McHenry	14	54Q	Ill. 173, 5 mi. east of Richmond, southerly	3.367	B-5 bit. conc.	20	64,196.85
McHenry	1233	56G	5 mi. south of Harvard, easterly	4.243	Ty. A surf. & grad.	24	102,029.60
McLean	1480	33Q	2½ mi. east of Funks Grove, east & north	1.468	A-3 bit. surf. treat.	18	7,969.41
McLean	351	35Q	Ill. 165, south of Cropsey, north	2.015	B-5 bit. conc.	18	40,083.75
McLean	1479	93B	Over Timber Creek, 1½ miles east of Shirley	0.012	Bridge	--------	17,432.50
McLean	355	95Q	2¾ mi. north of Towanda, northerly	3.429	A-3 bit. surf. treat.	20	16,357.10
McLean	490	97Q	½ mi. south of Cooksville, east	5.465	A-3 bit. surf. treat.	18	25,921.00
McLean	1486	98Q	3 mi. northeast of Heyworth, north	1.518	A-3 bit. surf. treat.	16	7,289.70
McLean	1487	104Q	3 mi. west of Bellflower, south, west, & south	2.508	A-3 bit. surf. treat.	18	13,101.39
McLean	1485	107A	½ mi. east of Covell, north	3.017	Earth grading	32 & 34	52,673.92
McLean	1485	107G	½ mi. east of Covell, north	3.017	Ty. B surf.	21	33,115.50
McLean	1474	109G	3½ mi. east of Towanda, north & west	3.427	Ty. B surf.	21	31,332.42
McLean	487	110G	6 mi. north of LeRoy, west	2.195	Ty. B surf.	21	29,123.46
McLean	478	113Q	Barnes, south	1.055	B-5 bit. conc.	18	20,484.40
Macoupin	1737	30Q	Scottville, south	3.617	A-3 bit. surf. treat., grad. & ty. B base	20	239,840.85
Macoupin	1736	31G	3½ mi. east & 1½ mi. south of Palmyra, southeasterly	0.985	Ty. B surf., grad. & bridge	20	129,362.00
Marion	1788	48-2Q	Kinmundy, south	3.485	A-3 bit. surf. treat., grad. & ty. B base	20	165,638.69
Marshall	1367	34Q	LaRose, south	1.955	A-3 bit. surf. treat.	20	8,157.14
Marshall	372	37Q	2½ mi. south of Whitefield, west	3.012	B-5 bit. conc.	20	34,295.52
Marshall	372	39Q	11½ mi. west of Henry, east	1.501	B-5 bit. conc. & grad.	20	16,894.74
Marshall	1372	41Q	3 mi. south of Camp Grove, west (See Stark 3-1Q)	0.445	A-3 bit. surf. treat., grad. & ty. B base	22	13,751.12
Massac	929	25Q-2	1 mi. southeast of New Columbia, southerly	1.483	A-3 bit. surf. treat., grad. SC base & 2 bridges	20	96,337.12
Massac	937	31Q	1½ mi. northwest of Joppa, west	0.516	A-3 bit. surf. treat., grad., SC base & bridge	20	64,743.18
Mercer	206	58Q	Swedona, northerly	3.816	A-3 bit. surf. treat., grad. & ty. B base	22 & 36	158,263.64
Mercer	223	59Q	1 mi. north of Swedona, easterly	0.701	A-3 bit. surf. treat., grad. & ty, B base	22	26,768.29
Montgomery	728	40Q	Walshville, east	1.497	A-3 bit. surf. treat. & ty. A base	20	16,712.60
Montgomery	725	40Q	1½ mi. east of Walshville, north	0.822	A-3 bit. surf. treat. & ty. A base	20	9,336.70
Montgomery	1744	41Q	Panama, east	2.710	A-3 bit. surf. treat. & ty. A base	20	34,415.50
Ogle	90	56Q	1 mi. northeast of Oregon, northerly	4.174	B-5 bit. conc.	20	68,274.68
Ogle	1604	58G	1 mi. east & 1 mi. south of Harper, south	2.977	Ty. B surf. grad. & ty. B base	22	102,204.67
Peoria	1383	28RG	US 24 1 mi. northeast of Mapleton, northerly	3.400	Ty. B base & grad.	24	321,489.65
Peoria	386	54-1-1Q	US 150 at Kickapoo, south	0.864	B-5 bit. conc., grad. & ty. A base	24	135,070.55
Perry	864	(1 & 2)Q	Ill. 13 & 127 at Pyatts, westerly	4.577	A-3 bit. surf. treat., grad. & ty. A base	20	192,970.45
Piatt	529	207	Bement, easterly	1.751	I-11 bit. conc., grad., PCC base & culvert	20	259,515.60
Pike	603	37B	Over Bay Creek at west limits of Naples	0.049	Bridge	--------	121,021.30
Pope	1930	20Q	3 mi. southwest of Golconda, southwesterly	1.929	A-3 bit. surf. treat., grad., ty. B base & culvert	20	99,862.20
Putnam	1254	10G	¾ mi. west of Mark, southerly	2.592	Ty. B surf. & grad.	22	52,859.95
Randolph	862	46Q	Schuline, east	2.679	A-3 bit. surf. treat., grad., ty. A base & bridge wid.	20	202,462.35
St. Clair	842	233	Ill. 158, 1½ mi. southwest of Millstadt, easterly	3.040	PCC pavt. & grad.	22	540,638.90
Saline	896	68G	2¼ mi. north of Galatia, east	3.608	Ty. B surf. & grad.	18	157,296.95
Sangamon	624	85Q	New City, west	4.785	A-3 bit. surf. treat., grad. & ty. A base	22	170,875.74
Sangamon	1622	91Q	Pawnee, south	4.192	A-3 bit. sur. treat., grad. & ty. B base	22	136,186.28
Scott	609	22Q	1½ mi. east of Winchester, easterly	3.533	A-3 bit. surf. treat., grad. & ty. A base	22	100,005.68

TABLE 55.—Concluded.

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Scott	605	23Q	Ill .100, ¼ mi. north of Bluffs, west	3.637	A-3 bit. surf. treat., grad. & ty. A base	20	150,760.92
Shelby	651	26B-1	3 mi. east of Herrick (See Fayette Co.)	0.094	Ty. A surf., grad. & 2 bridges	20 & 24	43,497.03
Shelby	642	204Q	1 mi. east of US 51 in Assumption, east	3.634	A-3 bit. surf. treat., grad. & ty. B base	20	139,184.20
Stark	1372	3-1Q	9¾ mi. west of Sparland, west (See Marshall 41Q)	3.036	A-3 bit. surf. treat., grad. & ty. B base	22	93,816.63
Stephenson	1050	43Q	Orangeville, west & south	5.498	B-5 bit. conc.	20	81,154.40
Stephenson	60	52A	1 mi. east of Cedarville, east	3.859	Earth grading	36	97,863.74
Tazewell	465	25-2Q1	Ill. 121, 8 mi. south of Morton	3.638	B-5 bit. conc.	20	72,473.40
Tazewell	464	42FL	N.Y.C. R.R. crossing 2 mi. west of Tremont		FL at NYC RR		12,100.00
Union	1924	40Q	½ mi. south of Mt. Pleasant, northerly	2.776	A-3 bit. surf. treat. & ty. A base	20	63,918.90
Union	923	41FL	¼ mi. south of Wolf Lake		FL, gates & crossing work at MP RR		23,808.00
Union	923	41FL	¼ mi. south of Wolf Lake		Reflectorized crossbucks & crossing work at IC RR		2,380.00
Union	923	41G	Ill. 3 at Wolf Lake, easterly	3.274	Ty. B. surf., grad. & culvert	22	124,356.71
Vermilion	512	63-1	3½ mi. west of Fairmount, westerly	1.212	PCC pavt., grad., ty. A surf. & bridge	22	282,223.51
Washington	788	31B	2¼ mi. south of Hoffman (See Clinton Co.)	0.048	Bridge & grad.		33,774.44
Washington	788	31Q	Ill. 161 near Hoffman, south (See Clinton Co.)	0.255	I-11 bit. conc., grad. & ty. A base	20	28,922.70
Washington	828	36B-1	Over Little Muddy River, ½ mi. east of DuBois	0.021	Bridge		31,593.80
White	815	30B	5 mi. west of Grayville, southwesterly	1.060	Ty. B surf., grad. & 2 bridges	21	229,980.05
White	815	30F	5½ mi. & 5¾ mi. west of Grayville	0.080	2 bridges		43,387.20
White	884	31G	North limits of Carmi, north	5.349	Ty. B surf., grad. & culvert	21	166,518.95
Whiteside	199	32Q	Erie, northwesterly	11 883	B-5 bit. conc., grad. & ty. A base	22	231,650.24
Will	1407	47-2Q	Joliet, east & north	4.195	B-5 bit. conc., grad. & ty. A base	22	163,690.00
Will	1404	98Q	From within Wilmington, west	1.599	B-5 bit. conc.	20	40,692.40
Will	1299	141Q	1 mi. west & 2 mi. south of Wilton Center, south	2.006	B-5 bit. conc.	20	47,406.78
Will	1308	146XG	5½ mi. northeast of Plainfield, northeasterly	2.302	Ty. B base & grad.	22	69,957.75
Will	1413	147G	6 mi. east of Lockport, north	2.888	Ty. B base & grad.	24	126,582.55
Williamson	909	1XT-RS-1	Ill. 13, south of Carterville, north	0.386	I-11 bit. conc., grad., PCC base & wid.	24	[1]104,914.58
Williamson	910	41	8 mi. south of Energy, southeast	2.670	PCC pavt. & grad.	22	[1]553,470.17
Williamson	910	41B	Between Crab Orchard Wildlife Refuge & Pulley Mills	0.052	2 bridges & a culvert		[1]220,234.30
Winnebago	1059	112	Ill. 70, 1½ mi. northwest of Rockford	1.976	PCC pavt., grad. & ty. A base	24	474,796.08
Woodford	359	6G	Roanoke, east	1.903	Ty. B surf. & grad.	22	64,340.10
Woodford	1348	15Q-1	3 mi. east of Minonk, east	2.018	A-3 bit. surf. treat.	20	9,965.94
Woodford	366	18G	1 mi. north of Cazenovia, west	2.566	Ty. B surf. & grad.	22	94,703.85
Woodford	1360	39G	8 mi. southwest of ElPaso, southwest	0.635	Ty. B surf. & grad.	22	23,248.90
			Total	428.878			$20,002,323.78

[1] 100 per cent matching by State.

[2] Construction in part or all by day labor.

Abbreviations and terms used in above table:

Bit.—Bituminous	Grad.—Grading	Ty.—Type	Mi.—Miles	Ry—Railway	Mac.—Macadam
Conc.—Concrete	SC—Soil cement	Treat.—Treatment	Prel.—Preliminary	R.R.—Railroad	Stab.—Stabilized
FL—Flashing lights	Surf.—Surface	Wid.—Widening	Engr.—Engineering	Pavt.—Pavement	Culv.—Culvert

A-3, B-5, I-11, PCC, etc., refer to the Standard Specifications of the Division of Highways for various type surfaces.

TABLE 56.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1962.

County	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for: Construction	FAS Matching	Right-of-way	Engineering	Obligation Retirement	Maintenance	[2]Miscellaneous	Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
Adams	$ 345,415.82	$ 265,301.15	$ 610,716.97	$ 30,874.00	$ 11,984.56	$ 5,275.28	$ 4,593.47		$ 141,587.72		$ 194,315.03	$ 416,401.94
Alexander	19,787.31	43,553.48	63,340.79		13,000.00	12,496.22			14,528.13	$ 8,000.00	48,024.35	15,316.44
Bond	4,027.56	62,653.54	66,681.10			2,028.83	[1]—2,000.00		39,027.37	6,500.00	45,556.20	21,124.90
Boone	27,347.25	77,161.15	104,508.40					$ 34,800.00	29,992.20	11,454.89	76,247.09	28,261.31
Brown		29,462.13	29,462.13						26,715.72		26,715.72	2,746.41
Bureau	162,597.61	174,918.70	337,516.31	$126,952.95			29,700.00		91,197.89	13,920.18	261,771.02	75,745.29
Calhoun	3,962.33	23,697.64	27,659.97						15,625.05	4,300.00	19,925.05	7,734.92
Carroll	1,511.26	81,951.38	83,462.64				4,390.79		58,827.01	9,300.00	72,517.80	10,944.84
Case	56,639.63	69,120.61	125,760.24		7,491.77	6,770.00			76,000.00		90,261.77	35,498.47
Champaign	220,435.42	381,629.59	602,065.01	7,469.60	55,866.33	4,618.50	12,199.55		2,874.86	21,456.00	104,484.84	497,580.17
Christian	49,584.19	159,684.28	209,268.47	3,792.27		2,463.20	1,643.57		80,421.49	17,373.02	105,694.15	103,574.32
Clark	49,609.82	72,459.62	122,069.44	2,884.48	7,619.36	613.36	13,840.84		37,299.16		62,257.20	59,812.24
Clay	78,666.63	79,144.97	157,811.60						52,244.32	5,000.00	57,244.32	100,567.28
Clinton	85,063.42	98,138.32	183,201.74	2,193.99	9,315.59	4,411.60	4,489.25		69,990.71	11,160.00	101,561.14	81,640.60
Coles	215,190.93	187,379.78	402,570.71	180,297.45	27,421.44	8,732.59	26,631.86		635.19	5,400.00	249,118.53	153,452.18
Cook	14,813,212.67	16,489,471.96	31,302,684.63	7,395,657.37	493,424.84	1,126,478.42	721,410.58	4,042,550.86		19,354.39	13,798,876.46	17,503,808.17
Crawford	10,096.14	92,432.79	102,528.93		2,544.13	3,128.32	3,000.00		50,000.00	10,000.00	68,672.45	33,856.48
Cumberland	9,298.66	37,220.46	46,519.12	150.67			1,590.30		22,591.37	11,400.00	35,732.34	10,786.78
DeKalb	89,388.61	209,277.60	298,666.21				15,496.60	122,750.00	59,971.00	17,000.00	215,217.60	83,448.61
DeWitt	21,769.79	70,902.62	92,672.41			10,948.10	12,143.90		40,000.00	6,200.00	69,292.00	23,380.41
Douglas	34,722.62	83,897.62	118,620.24				15,000.00		30,262.66	7,800.00	53,062.66	65,557.58
DuPage	578,788.18	844,642.76	1,423,430.94	273,464.17	44,223.29	104,272.80	5,146.74	[1]—42.02	341,024.03	16,000.00	784,089.01	639,341.93
Edgar	30,014.19	100,049.97	130,064.16			12,202.65	19,513.41		39,049.60	7,800.00	78,565.66	51,498.50
Edwards	50,783.86	43,109.37	93,893.23			681.21	3,551.95		10,894.49	3,199.26	18,326.91	75,566.32
Effingham	65,506.43	89,553.22	155,059.65		10,008.83	3,436.81	14,398.13		30,244.99	9,600.00	67,688.76	87,370.89
Fayette	32,538.94	88,626.43	121,165.37			4,800.30	485.05		60,000.00	5,512.45	70,797.80	50,367.57
Ford	10,072.40	89,035.41	99,107.81	10,559.68	22,367.18		11,400.00		22,443.34	12,081.93	78,852.13	20,255.68
Franklin	56,282.58	130,402.49	186,685.07				13,592.23		89,734.69		103,326.92	83,358.15
Fulton	196,418.68	182,435.82	378,854.50	79,330.27	53,799.21	1,683.94	16,550.76		127,532.44		278,896.62	99,957.88
Gallatin	10,345.89	30,713.98	41,059.87		2,000.00	723.88	6,867.59		17,132.41	2,400.00	29,123.88	11,935.99
Greene	44,931.76	75,315.88	120,247.64		4,894.98	19,135.08	10,000.00		41,193.55	8,400.00	83,623.61	36,624.03
Grundy	40,230.34	95,325.00	135,555.34	38,813.90	6,642.46	7,857.04	4,349.98		49,767.25	8,400.00	115,830.63	19,724.71
Hamilton	18,183.52	37,229.67	55,413.19				14,139.94		33,759.26	4,502.69	52,401.89	3,011.30
Hancock	42,326.42	111,709.80	154,036.22				12,718.29		110,000.00		122,718.29	31,317.93
Hardin	24,411.16	22,990.61	47,401.77			200.00			11,161.70	5,092.20	16,453.90	30,947.87
Henderson	26,983.12	36,498.93	63,482.05						30,351.00	3,250.00	33,601.00	29,881.05
Henry	43,855.52	206,418.26	250,273.78	20,729.49	87,627.60	2,752.35	[1]—3,615.56		65,149.29	12,000.00	184,643.17	65,630.61
Iroquois	71,970.41	161,694.86	233,665.27						174,623.19	4,125.00	178,748.19	54,917.08
Jackson	75,774.88	122,941.09	198,715.97			5,935.76	19,370.42		50,000.00	6,500.00	81,806.18	116,909.79
Jasper	6,367.20	50,410.58	56,777.78						46,000.00	6,000.00	52,000.00	4,777.78

TABLE 56.—Concluded.

County	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for: Construction	FAS Matching	Right-of-way	Engineering	Obligation Retirement	Maintenance	[2]Miscellaneous	Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
Jefferson	17,036.27	134,788.38	151,824.65			850.00			99,799.04	9,750.00	110,399.04	41,425.61
Jersey	56,473.32	58,997.25	115,470.57				4,000.00		29,693.75	10,000.00	43,693.75	71,776.82
JoDaviess	131,543.65	68,490.11	200,033.76				23,250.85		133,166.65	15,272.11	171,689.61	28,344.15
Johnson	9,754.34	28,058.26	37,812.60		5,000.00				10,800.00	8,800.00	24,600.00	13,212.60
Kane	163,747.21	675,995.95	839,743.16	259,901.03	17,972.38	2,165.50	5,414.56		371,872.92	23,881.65	681,208.04	158,535.12
Kankakee	434,793.61	331,766.16	766,559.77	286,791.20			18,262.59		168,823.12	12,000.00	485,876.91	280,682.86
Kendall	84,647.51	78,334.60	162,982.11				14,800.00		20,218.64		35,018.64	127,963.47
Knox	98,462.77	269,662.40	368,125.17	91,055.57		3,479.70	17,816.82		164,791.52	15,495.35	292,638.96	75,486.21
Lake	213,835.45	807,317.01	1,021,152.46	285,806.34	665.25	6,982.00	56,095.70		379,268.88	41,264.82	770,082.99	251,069.47
LaSalle	9,763.81	507,669.65	517,433.46	190,835.72	120,480.02	35,957.90	53,884.51		104,275.31	12,000.00	517,433.46	
Lawrence	71,908.60	71,307.46	143,216.06			676.26			46,486.03	8,000.00	55,162.29	88,053.77
Lee	47,990.04	150,407.18	198,397.22	16,140.00	663.98		42,742.35		81,201.87		140,748.20	57,649.02
Livingston	223,099.37	184,198.34	407,297.71	34,576.21	60,380.15		666.91		71,353.08	13,444.10	180,420.45	226,877.26
Logan	60,864.94	124,502.67	185,367.61	100,127.26		11,677.05	7,438.91		41,700.00	11,400.00	172,343.22	13,024.39
Macon	470,296.13	418,177.38	888,473.51	40,819.57	112,018.38	4,337.47	29,015.78		201,308.86	20,356.30	407,856.36	480,617.15
Macoupin	276,297.62	164,012.80	440,310.42		2,221.08		8,000.00		121,069.31	515.70	131,806.09	308,504.33
Madison	1,162,749.70	709,451.01	1,872,200.71	969,137.32	31,274.19	53,373.69	116,681.86		42,524.95	17,833.74	1,230,825.75	641,374.96
Marion	19,745.72	170,439.00	190,184.72	5,536.30	1,334.57	2,017.00	10,000.00		132,440.00	6,000.00	157,327.87	32,856.85
Marshall	19,205.74	59,910.18	79,115.92			3,109.25	4,271.00		43,201.58		50,581.83	28,534.09
Mason	119,275.32	74,099.01	193,374.33	2,456.36	7,974.80		9,770.43		24,683.28		44,884.87	148,489.46
Massac	104,355.79	62,448.66	166,804.45		3,210.28	519.42	9,693.43		8,643.30	10,200.00	32,266.43	134,538.02
McDonough	58,867.66	120,196.47	179,064.13		8,842.41				132,163.47		141,005.88	38,058.25
McHenry	141,181.11	337,088.47	478,269.58	173,163.12	21,230.13	22,294.56	22,479.34		151,099.46	17,642.80	407,909.41	70,360.17
McLean	38,352.98	315,899.35	354,252.33	91,149.92	11,778.04		31,950.00		150,783.73	15,376.66	301,038.35	53,213.98
Menard	14,453.77	44,242.49	58,696.26						47,044.09	7,500.00	54,544.09	4,152.17
Mercer	5,943.08	69,707.36	75,650.44						49,424.42	2,856.31	52,280.73	23,369.71
Monroe	14,493.50	58,122.01	72,615.51						45,795.98	11,800.00	57,595.98	15,019.53
Montgomery	84,714.35	132,450.28	217,164.63		5,443.79	5,643.25	3,033.03		100,000.00		114,120.07	103,044.56
Morgan		140,818.08	140,818.08				8,500.00		117,996.70	12,582.01	139,078.71	1,739.37
Moultrie	56,780.51	57,649.59	114,430.10	31,609.56	5,275.88	255.00	[1]—35.00		12,982.70	7,000.00	57,088.14	57,341.96
Ogle	59,841.35	162,482.59	222,323.94	23,449.25	33,510.45	12,740.60	13,640.35		74,788.66	9,000.00	167,129.31	55,194.63
Peoria	500,592.14	721,552.63	1,222,144.77	276,733.30	291,085.98	15,766.76	14,576.56		449,000.00	9,000.00	1,056,162.60	165,982.17
Perry	21,834.69	79,911.77	101,746.46		255.43	11,683.68	6,353.33		50,000.00	4,517.06	72,809.50	28,936.96
Piatt	169,656.25	66,143.53	235,799.78		44,493.43	9,279.80				8,967.36	62,740.59	173,059.19
Pike	700.81	90,798.04	91,498.85			5,300.00	23,500.00		51,716.00	5,284.00	85,800.00	5,698.85
Pope	12,026.82	13,142.27	25,169.09			1,581.42			349.83	4,775.80	6,707.05	18,462.04
Pulaski	6,261.08	26,073.50	32,334.58			2,133.32	2,400.00		10,058.80	6,938.70	21,530.82	10,803.76
Putnam	17,984.76	24,293.66	42,278.42	2,839.01					11,000.00	2,919.96	16,758.97	25,519.45
Randolph	46,610.83	102,227.62	148,838.45				15,000.00		96,993.32	9,478.11	121,471.43	27,367.02
Richland	11,895.74	72,184.37	84,080.11						68,800.00	14,400.00	83,200.00	880.11
Rock Island	282,706.06	562,284.54	844,990.60	250,936.82	88,561.83	[1]—8,040.34	36,500.00		134,245.94	10,000.00	512,204.25	332,786.35
Saline	150,669.91	94,974.91	245,644.82		9,326.57	13,038.72	12,500.00		70,375.57	7,800.00	113,040.86	132,603.96
Sangamon	166,601.04	506,966.23	673,567.27	180,079.62		7,813.59	33,582.71		369,582.34	35,314.39	626,372.65	47,194.62
Schuyler	12,761.83	36,279.06	49,040.89						28,346.59	5,200.00	33,546.59	15,494.30

Scott	14,126.93	31,249.43	45,376.36				5,500.00		15,533.69	8,000.00	29,033.69	16,342.67
Shelby	41,297.07	98,820.12	140,117.19				8,500.00		83,090.22		91,590.22	48,526.97
Stark	10,961.82	44,612.87	55,574.69	[1]—2,030.78	3,095.58	7,500.00			37,030.78		45,595.58	9,979.11
St. Clair	362,083.05	778,698.96	1,140,782.01	15,690.34	10,775.10	16,109.25	39,557.28		316,721.40	16,000.00	414,853.37	725,928.64
Stephenson		163,525.13	163,525.13	59,251.20			1,318.49		90,084.83	4,000.00	154,654.52	8,870.61
Tazewell	63,387.47	376,359.22	439,746.69	152,647.76					133,817.18		286,464.94	153,281.75
Union	8,656.13	68,228.04	76,884.17		11,945.00		1,000.00		28,250.09	10,600.00	51,795.09	25,089.08
Vermilion	474,195.70	353,923.32	828,119.02	66,516.37	97,397.96	3,800.00	10,000.00			9,600.00	187,314.33	640,804.69
Wabash	22,158.85	60,535.50	82,694.35		30,150.00				13,276.07	6,498.43	49,924.50	32,769.85
Warren	28,854.95	90,244.57	119,099.52				2,734.91		86,000.00	3,404.29	92,139.20	26,960.32
Washington	77,009.15	59,726.04	136,735.19						45,164.14		45,164.14	91,571.05
Wayne	22,851.94	87,573.18	110,425.12		30,000.00		188.70		66,757.35		96,946.05	13,479.07
White	228,339.76	90,675.46	319,015.22	5,795.46			38,676.49		78,694.39	8,132.75	131,299.09	187,716.13
Whiteside	165,105.85	228,518.74	393,624.59	5,496.93	93,775.73	[1]—209.00	9,482.07		124,066.76	9,600.00	242,212.49	151,412.10
Will	739,460.46	657,521.51	1,396,981.97	404,790.31	168,649.36	97,502.00	110,500.00		145,316.08	10,597.10	937,354.85	459,627.12
Williamson	173,107.06	162 943.69	336,050.75		7,284.05		10,659.14		98,000.00	10,790.30	126,733.49	209,317.26
Winnebago	292,177.33	718,795.83	1,010,973.16	523,395.95		168,928.73	30,048.16		128,244.83	24,193.36	874,811.03	136,162.13
Woodford	59,762.98	111,949.39	171,712.37	76,600.00			6,801.94		72,735.88	8,400.00	164,537.82	7,174.55
Total	$26,178,426.83	$34,477,986.80	$60,656,413.63	$12,794,467.91	$2,196,303.37	$1,869,912.82	$1,943,352.84	$4,200,058.84	$8,372,506.46	$874,865.17	$32,251,467.41	$28,404,946.22

[1] Transferred from funds certified prior to 1962.
[2] Included are county superintendent of highways salary and expense, and the counties' contribution to the Illinois Municipal Retirement Fund.

TABLE 57.—COUNTY CONSTRUCTION APPROVED, 1916 TO 1962, INCLUSIVE.[1]

Year	Surfacing		Earth Grading		Bridges	
	Miles	Cost[2]	Miles	Cost[2]	Number	Cost[2]
1916 to 1920[3]	420.76	$ 9,238,675.39	92.58	$ 378,226.46	72	$ 275,419.51
1921 to 1930[3]	1,664.48	41,968,100.17	372.87	3,884,341.86	398	5,120,359.58
1931 to 1940[3]	6,153.62	66,425,985.93	1,682.76	5,752,533.69	1,550	10,866,382.64
1941 to 1950[3]	3,367.12	47,619,131.45	364.29	2,190,615.69	333	19,598,988.60
1951	408.39	9,330,121.98	14.69	117,035.49	30	8,340,728.72
1952	313.27	8,745,470.68	7.85	30,552.39	33	6,102,215.76
1953	268.61	11,874,641.30	12.60	831,362.44	34	8,258,596.24
1954	316.07	20,283,423.65	19.67	1,011,882.26	27	6,659,731.68
1955	257.08	6,652,049.88	0.47	728,732.86	15	2,837,779.82
1956	330.57	10,354,246.37	7.92	96,677.68	13	9,415,336.91
1957	272.94	10,823,343.16	10.53	1,181,739.77	34	14,417,595.10
1958	207.49	14,472,124.81	15.56	1,184,097.79	62	37,565,112.11
1959	412.53	22,315,481.09	21.28	1,188,126.36	18	6,644,704.74
1960	322.92	22,607,120.58	0.31		43	25,396,614.08
1961	227.79	15,527,813.97	18.82	197,441.91	22	7,734,794.43
1962	200.63	8,769,889.71	16.61	350,254.81	28	9,428,018.04
Totals	15,156.07	$327,280,751.70	2,658.81	$19,123,621.46	2,712	$178,774,217.96

[1] No day labor construction was approved prior to the year 1930.
[2] "Cost" includes the estimated cost on day labor sections and the contract price on contract sections, and does not include any canceled contracts.
[3] For the individual yearly figures see the annual report for the year 1957, page 190.

TABLE 58.—COUNTY CONSTRUCTION APPROVED DURING 1962.

County	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges[1]		Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
Adams										$ 30,874.00	$ 30,874.00
Bureau			4.7402	$ 123,965.79					2	[2]51,771.95	175,737.74
Champaign			0.4591	8,327.90							8,327.90
Christian										3,809.81	3,809.81
Clark										3,036.30	3,036.30
Clinton										2,309.46	2,309.46
Coles	0.2487	[2]13,843.83	1.5770	149,525.40							163,369.23
Cook	10.3308	3,219,945.30							1	3,700,425.63	6,920,370.93
Cook (Expwy.)	1.1215	1,569,552.18							3	4,746,117.94	6,315,670.12
DuPage	1.8307	274,332.30								10,190.73	284,523.03
Ford			2.9901	10,559.68							10,559.68
Fulton			3.1813	78,195.75							78,195.75
Grundy			4.0132	21,057.58	3.7256	$ 15,707.45					36,765.03
Henry			3.5701	14,156.61							14,156.61
Kane			12.8048	[2]173,081.78					1	17,589.10	190,670.88
Kankakee	0.5361	[2]53,511.63	0.1515		5.3673	134,464.23			2	93,761.15	281,737.01
Knox			1.8428	90,732.25							90,732.25
Lake			6.6837	138,149.80	1.9902	121,601.55			1	47,004.36	306,755.71
LaSalle			13.1782	60,861.33						6,504.35	67,365.68
Lee			0.0758		0.1481				2	71,203.50	71,203.50
Livingston			1.1534	4,599.73					2	30,667.00	35,266.73
Logan			2.1957	76,985.60	1.4125	23,117.20					100,102.80
McHenry			4.4723	98,386.64	3.5961	82,082.75					180,469.39
McLean			19.9065	36,966.23	1.6950	13,788.30	5.6223	$ 44,967.42			95,721.95
Macon					0.3975	12,911.86			2	32,852.65	45,764.51
Madison	3.8895	614,023.40	1.1767	273,405.33			0.8900	73,344.50		3,289.02	964,062.25
Marion										3,750.00	3,750.00
Mason										2,456.36	2,456.36
Moultrie									1	31,442.31	31,442.31
Ogle			2.7766	15,089.60					2	37,860.80	52,950.40
Peoria			14.4123	146,151.33	0.9759				1	116,878.64	263,029.97
Rock Island			8.7453	130,526.76	8.7231	120,614.45					251,141.21
St. Clair										11,228.70	11,228.70
Sangamon							10.1011	[2]231,942.89			231,942.89
Tazewell			7.2515	[2]44,963.42	2.8184	128,444.96					173,408.38
Vermilion									2	68,985.36	68,985.36
White					0.6061	6,157.14					6,157.14
Whiteside			4.9890	16,476.86							16,476.86
Will			0.9958	24,477.32	3.5787	165,501.88			4	214,671.75	404,650.95
Winnebago			7.2399	35,028.65	10.2079	346,285.04			2	89,337.17	470,650.86
Woodford			4.8515	33,490.52	1.9924	48,842.40					82,332.92
Total	17.9573	$5,745,208.64	135.4343	$1,805,161.86	47.2348	$1,219,519.21	16.6134	$350,254.81	[3]28	$9,428,018.04	[4]$18,548,162.56

Note: This table includes all day labor construction that was authorized and all contracts that were approved during 1962. The costs include estimated costs for day labor improvements and contract prices for contract improvements.

This table does not include $114,950.00 for force account work on Cook County and Cook County Expressway projects.

[1] Only bridges and culverts having a 20-foot span or over are included in the number. The "Cost", however, includes small culverts and other incidental work built separately or with the bridge sections.

[2] Includes work done in conjunction with an adjoining county, municipality, road district, or paid for in part, with other funds. Only county's portion is shown in this table.

[3] Includes 2 highway grade separations, 1 railroad grade separation, and 25 bridges.

[4] Includes $3,321,971.35 for main drain, $77,316.98 for traffic signals, $29,484.00 for landscaping, $47,516.00 for building removal, $7,200.00 for structure removal, $611,020.00 for lighting, $264,878,28 for signing, $24,660.05 for retaining wall, $218,947.50 for traffic lane marking, $11,228.70 for rumbler strip, and $136,330.95 for railroad crossing protection.

TABLE 59.—RECAPITULATION OF COUNTY CONTRACTS APPROVED AND DAY LABOR CONSTRUCTION AUTHORIZED DURING 1962.

Law	Day Labor or Contract	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges[1]		Total Cost
		Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
MFT Funds	Contract	12.3498	$2,792,188.51	107.6436	$1,592,570.53	14.6984	$464,440.13	7.0312	$134,214.62	21	$4,265,798.79	$9,249,212.58
MFT Funds	Day Labor[2]			20.5392	189,627.91	32.5364	755,079.08	9.5822	216,040.19			1,160,747.18
County Funds	Contract	5.6075	2,953,020.13	7.2515	22,963.42					7	5,162,219.25	8,138,202.80
County Funds	Day Labor[2]											
	Totals	17.9573	$5,745,208.64	135.4343	$1,805,161.86	47.2348	$1,219,519.21	16.6134	$350,254.81	28	$9,428,018.04	$18,548,162.56

[1] Only bridges and culverts having a 20-foot span or over are included in computing the number. The "Cost", however, includes small culverts and other miscellaneous work built separately or with the bridge sections.

[2] Day labor costs are engineers' estimates.

TABLE 60.—COUNTY CONSTRUCTION COMPLETED DURING 1962.

County	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single-lane (0′ to 15′)	Two-lane (16′ to 24′)	Three-lane (25′ to 35′)	Four-lane (36′ and Over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Bureau						3.61				2
Champaign						0.46				1
Christian						2.04				
Coles							1.83			
Cook		2.82		1.67	20.32					5
Cook (Expwy.)				3.80					0.08	11
DuPage					1.83					
Ford						2.99				
Fulton							3.18			
Grundy						4.01	3.73			1
Henry						13.77	1.59			
Jersey							0.63			
Kane						12.77				1
Kankakee					0.54	0.15	6.48			2
Kendall						0.69				
Knox							12.23			
Lake						9.16	2.53			
LaSalle						13.18	6.81			1
Lee										4
Livingston						1.15				2
Logan						2.20	1.41			
McHenry						4.47	3.60			
McLean						21.91	1.70		9.20	
Madison		3.89				0.98			0.89	
Moultrie										1
Ogle						2.78				2
Peoria						14.41	2.51			1
Rock Island						8.75	8.72			
Sangamon								0.52		
Stark									1.01	
Stephenson							5.00			
St. Clair							3.13			1

Tazewell						10.51	6.04			
Vermilion										2
Whiteside						5.35				
Will						1.00	3.14			3
Winnebago						7.24	11.91			2
Woodford						4.85	1.99			
Total		[1]6.71		[2]5.47	[3]22.69	[4]148.43	[5]88.16	0.52	11.70	[6]42

Note: County work such as storm sewer, crossing protection, traffic signals, small bridges and culverts, building removal, lighting, and landscaping is not shown in this table.

[1] Includes 6.69 miles of PCC pavement and 0.02 mile of I-11 bituminous concrete pavement on a new PCC base.

[2] Includes 5.28 miles of PCC pavement and 0.19 mile of I-11 bituminous concrete pavement on a new PCC base.

[3] Includes 22.15 miles of I-11 bituminous concrete pavement and 0.54 mile of B-5 bituminous concrete surface on rigid bases.

[4] Includes 0.88 mile of A-1 bituminous surface treatment, 21.54 miles of A-1 modified bituminous surface treatment, 78.29 miles of A-3 bituminous surface treatment, 11.47 miles of A-3 modified bituminous surface treatment, 35.27 miles of B-5 bituminous concrete surface and 0.98 mile of I-11 bituminous concrete pavement on nonrigid bases.

[5] Includes 8.72 miles of type A base, 28.75 miles of A surface, 20.64 miles of type B base, 28.22 miles of type B surface and 1.83 miles of soil-cement base.

[6] Includes 9 highway grade separations, 2 railroad grade separations, 1 highway and railroad grade separation, 26 bridges and 4 culverts having a 20-foot span or over.

RECAPITULATION OF SURFACES

Rigid-type surfaces (summation of columns 1, 2, 3, 4, and 5)	34.87 miles
Non-rigid type surfaces:	
Low type bituminous	148.43 miles
Type A gravel or crushed-stone base	8.72 miles
Type A gravel or crushed-stone surface	28.75 miles
Type B gravel or crushed-stone base	20.64 miles
Type B gravel or crushed-stone surface	28.22 miles
Soil-cement base	1.83 miles
Oiled earth	0.52 mile
Total	271.98 miles

TABLE 61.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO MUNICIPALITIES DURING 1962.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers[2] Fees and Miscellaneous		
Abingdon	$ 19,945.60	$ 19,858.68	$ 39,804.28	$ 7,740.80		$ 752.29	$ 21,139.92	$ 8,828.18		$ 38,461.19	$ 1,343.09
Addieville	2,905.02	1,322.40	4,227.42			85.90		3,123.88		3,209.78	1,017.64
Addison	77,494.41	49,622.73	127,117.14	20,247.40		2,335.47		17,108.77		39,691.64	87,425.50
Adeline		744.21	744.21			7.73				7.73	736.48
Albany	5,666.77	3,646.57	9,313.34			407.40	1,675.00	4,074.00		6,156.40	3,156.94
Albers	4,833.31	3,240.13	8,073.44			191.29		2,433.37		2,624.66	5,448.78
Albion	29,831.24	11,592.33	41,423.57	17,991.08		1,320.86		3,421.51		22,733.45	18,690.12
Aledo	30,016.84	17,631.82	47,648.66			206.15	6,008.09	6,314.54		12,528.78	35,119.88
Alexis	10,025.17	5,026.22	15,051.39					1,912.35		1,912.35	13,139.04
Algonquin	6,922.46	11,529.37	18,451.83			754.76		9,995.00		10,749.76	7,702.07
Alhambra	12,820.80	3,074.12	15,894.92			437.18		5,749.62		6,186.80	9,708.12
Allendale	4,971.61	2,661.94	7,633.55					3,370.40		3,370.40	4,263.15
Allenville		1,093.41	1,093.41					1,041.33		1,041.33	52.08
Allerton	1,810.97	1,614.31	3,425.28					3,104.71		3,104.71	320.57
Alma	351.58	2,049.43	2,401.01					2,301.51	46.04	2,347.55	53.46
Alorton	15,044.70	18,788.18	33,832.88			619.74		16,077.14		16,696.88	17,136.00
Alpha	3,572.91	3,646.56	7,219.47								7,219.47
Alsey	2,331.08	1,419.72	3,750.80								3,750.80
Alsip	41,192.97	21,581.79	62,774.76	28,316.27		[1]—.02		[1]—399.79		27,916.46	34,858.30
Altamont	7,866.26	9,479.96	17,346.22					6,568.34		6,568.34	10,777.88
Alton	245,301.87	250,818.25	496,120.12	168,465.67		30,196.74		103,010.57	2,896.29	304,569.27	191,550.85
Altona	1,467.90	2,890.92	4,358.82			132.58		3,085.55		3,218.13	1,140.69
Alto Pass	12,273.34	1,849.05	14,122.39			95.00		3,916.04		4,011.04	10,111.35
Alvan	321.58	1,608.62	1,930.20					1,533.29		1,533.29	396.91
Amboy	6,616.45	11,832.78	18,449.23			454.99		4,943.30		5,398.29	13,050.94
Anchor	1,505.35	1,110.58	2,615.93			28.27		516.92		545.19	2,070.74
Andalusia	5,219.98	3,205.79	8,425.77								8,425.77
Andover	366.78	1,688.76	2,055.54			221.98		1,760.92		1,982.90	72.64
Anna	78,819.41	24,501.35	103,320.76				7,026.00	8,756.00		15,782.00	87,538.76
Annawan	17,020.02	4,012.96	21,032.98			60.00		576.88		636.88	20,396.10
Antioch	4,331.75	12,983.45	17,315.20	[1]—1,764.30		110.00		5,875.20		4,220.90	13,094.30
Apple River	3,528.77	2,730.65	6,259.42								6,259.42
Arcola	23,322.89	13,012.04	36,334.93	14,459.53		1,386.62		10,853.44		26,699.59	9,635.34
Arenzville	4,252.72	2,387.15	6,639.87					4,860.59		4,860.59	1,779.28
Argenta	571.60	4,923.18	5,494.78					4,433.27		4,433.27	1,061.51
Arlington	2,374.15	1,454.04	3,828.19			274.13		2,723.90		2,998.03	830.16
Arlington Heights	161,077.86	173,376.39	334,454.25	10,164.77		65.00	85,797.22	6,383.42		102,410.41	232,043.84
Armington	1,229.61	1,871.94	3,101.55								3,101.55
Aroma Park	2,613.94	4,259.12	6,873.06	[1]—96.28		363.89		3,020.50		3,288.11	3,584.95
Arrowsmith	7,990.33	1,826.17	9,816.50	65.60		10.78		1.04		77.42	9,739.08

Arthur	18,441.40	12,136.18	30,577.58					11,001.99	220.04	11,222.03	19,355.55
Ashkum	3,805.58	3,440.49	7,246.07			568.54		5,720.24		6,288.78	957.29
Ashland	2,851.65	6,090.99	8,942.64			369.13		6,351.64		6,720.77	2,221.87
Ashley	4,114.22	3,789.70	7,903.92								7,903.92
Ashmore	2,019.27	2,558.91	4,578.18					3,692.27	73.84	3,766.11	812.07
Ashton	12,105.02	5,862.00	17,967.02			743.10		7,521.41		8,264.51	9,702.51
Assumption	8,512.16	8,237.72	16,749.88	8,814.33						8,814.33	7,935.55
Astoria	3,676.97	6,903.89	10,580.86			289.38		5,147.12		5,436.50	5,144.36
Athens	6,898.91	5,924.98	12,823.89				2,300.00	4,581.88		6,881.88	5,942.01
Atkinson	25,603.77	5,404.03	31,007.80			47.59		1,241.92		1,289.51	29,718.29
Atlanta	1,028.09	8,976.19	10,004.28	798.40		157.82		4,140.24		5,096.46	4,907.82
Atwood	6,230.25	7,201.57	13,431.82					2,124.62		2,124.62	11,307.20
Auburn	1,612.37	12,645.69	14,258.06					10,621.53		10,621.53	3,636.53
Augusta	919.33	5,238.01	6,157.34			276.49		5,540.77		5,817.26	340.08
Aurora	445,703.29	364,743.82	810,447.11	511,230.92	25.00	41,219.50		50,000.00		602,475.42	207,971.69
Ava	17,081.62	3,806.88	20,888.50					5,036.65		5,036.65	15,851.85
Aviston	9,624.07	4,104.55	13,728.62			243.09		4,667.50		4,910.59	8,818.03
Avon	4,327.26	5,701.72	10,028.98			358.44		7,965.40	83.25	8,407.09	1,621.89
Baldwin	1,900.81	1,923.49	3,824.30					1,086.80		1,086.80	2,737.50
Banner	225.23	1,413.97	1,639.20			64.17		1,283.40		1,347.57	291.63
Bannockburn	11,322.33	2,667.67	13,990.00			806.99		470.51		1,277.50	12,712.50
Bardolph	203.34	1,522.75	1,726.09			68.38		1,367.57		1,435.95	290.14
Barrington	41,491.04	31,107.55	72,598.59	20,036.03		3,621.78		30,305.89		53,963.70	18,634.89
Barrington Hills	19,449.85	9,880.67	29,330.52			308.86		2,375.86		2,684.72	26,645.80
Barry	3,596.07	8,140.40	11,736.47			[1]—1.20		2,355.98		2,354.78	9,381.69
Bartelso	7,585.56	2,118.11	9,703.67	3,500.00		273.43		5,158.12		8,931.55	772.12
Bartlett	17,909.36	8,815.90	26,725.26	15,554.70		955.52		5,103.80		21,614.02	5,111.24
Bartonville	24,280.27	45,579.38	69,859.65			649.11	29,728.92	13,185.96		43,563.99	26,295.66
Basco	294.30	1,093.41	1,387.71					1,380.47		1,380.47	7.24
Batavia	57,843.55	42,911.68	100,755.23	71,277.32		8,946.67				80,223.99	20,531.24
Batchtown	668.01	1,419.71	2,087.72								2,087.72
Bath	4,309.31	2,278.39	6,587.70					1,421.39		1,421.39	5,166.31
Baylis	1,117.54	1,625.79	2,743.33					1,784.54		1,784.54	958.79
Beardstown	79,764.88	36,030.73	115,795.61	64,754.72		3,441.63		8,301.53		76,497.88	39,297.73
Beaverville	6,880.27	2,461.58	9,341.85			402.45		3,592.15		3,994.60	5,347.25
Beckemeyer	8,944.35	6,045.18	14,989.53	6,000.00		46.75		2,938.40		8,985.15	6,004.38
Bedford Park	25,682.93	4,219.03	29,901.96	17,314.50						17,314.50	12,587.46
Beecher	5,356.78	7,825.55	13,182.33								13,182.33
Beecher City	323.85	2,587.52	2,911.37					2,383.62		2,383.62	527.75
Belgium	4,250.08	2,827.96	7,078.04					4,541.85	92.68	4,634.53	2,443.51
Belknap	788.51	1,162.09	1,950.60					515.76		515.76	1,434.84
Belleflower	7,492.46	2,226.88	9,719.34								9,719.34
Belle Prairie City	715.29	469.42	1,184.71					601.50		601.50	583.21
Belle Rive	77.25	1,734.56	1,811.81					1,623.97		1,623.97	187.84
Belleville	699,709.28	213,322.02	913,031.30	296,122.97		34,014.54		35,856.76		365,994.27	547,037.03
Bellevue	5,036.86	8,936.15	13,973.01			74.22		1,484.50		1,558.72	12,414.29
Bellmont	1,783.82	1,831.87	3,615.69					1,989.81		1,989.81	1,625.88
Bellwood	53,059.66	118,665.53	171,725.19	39,407.29		6,179.00	57,827.82	[1]—10,466.45		92,947.66	78,777.53
Belvidere	179,094.15	64,247.34	243,341.49	31,769.35		500.00		42,501.06		74,770.41	168,571.08
Bement	6,397.87	8,918.96	15,316.83				4,447.10	9,318.85		13,765.95	1,550.88
Benld	1,441.63	10,579.08	12,020.71	1,439.70		48.57		10,056.50		11,544.77	475.94
Bensenville	26,335.42	52,328.70	78,664.12	17,445.74		10,332.18		16,431.10		44,209.02	34,455.10
Benson	6,433.35	2,444.42	8,877.77			158.24		5,729.34		5,887.58	2,990.19

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1. 1962	Allotted During 1962	Total Available During 1962	Disbursed for: Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
Bently	122.05	509.49	631.54					575.40		575.40	56.14
Benton	26,913.30	40,203.97	67,117.27			18,304.44		19,759.66	85.00	38,149.10	28,968.17
Berkeley		33,156.96	33,156.96	[1]—3,163.28		[1]—199.68	27,277.39	[1]—1,236.99		22,677.44	10,479.52
Berlin		1,127.75	1,127.75					494.93		494.93	632.82
Berwyn	297,666.02	310,411.49	608,077.51	444,003.82		25,105.13		38,937.05		508,046.00	100,031.51
Bethalto	63,104.96	22,303.08	85,408.04	72,829.97		8,774.30				81,604.27	3,803.77
Bethany	1,237.85	6,400.13	7,637.98					6,168.39	125.89	6,294.28	1,343.70
Biggsville	5,959.55	1,975.00	7,934.55			223.76		4,644.71		4,868.47	3,066.08
Bingham	22.83	698.40	721.23			7.98		699.49		707.47	13.76
Birds	1,358.95	1,345.30	2,704.25					1,739.40	34.79	1,774.19	930.06
Bishop Hill	3,484.20	938.84	4,423.04					942.67		942.67	3,480.37
Blandinsville	840.38	4,883.10	5,723.48			221.95		4,439.22		4,661.17	1,062.31
Bloomingdale	9,777.60	7,224.45	17,002.05								17,002.05
Bloomington	134,012.03	207,637.49	341,649.52	245,450.96		15,987.22		15,450.13		276,888.31	64,761.21
Blue Island		112,305.49	112,305.49	54,765.89		8,453.36		19,601.81		82,821.06	29,484.43
Blue Mound	3,232.46	5,942.15	9,174.61					4,184.03		4,184.03	4,990.58
Bluffs	7,066.95	4,459.48	11,526.43					8,060.48		8,060.48	3,465.95
Bluford	706.18	2,221.15	2,927.33					2,320.70		2,320.70	606.63
Bone Gap	17.75	1,402.52	1,420.27								1,420.27
Bonfield	1,178.16	1,018.97	2,197.13			112.68		526.73		639.41	1,557.72
Bourbonnais	13,700.65	19,097.32	32,797.97	7,540.83		218.98		169.43		7,929.24	24,868.73
Bowen	548.99	3,200.05	3,749.04			170.10		3,230.09		3,400.19	348.85
Braceville	135.02	3,194.34	3,329.36	2,793.14		238.32		.20		3,031.66	297.70
Bradford	2,252.48	4,905.99	7,158.47								7,158.47
Bradley	9,911.93	46,266.34	56,178.27	[1]—1,944.97		641.77	8,378.75	5,685.63		12,761.18	43,417.09
Braidwood	2,458.14	11,128.64	13,586.78	3,992.83		365.87		7,597.45		11,956.15	1,630.63
Breese	17,101.95	14,088.28	31,190.23			546.22		13,583.75		14,129.97	17,060.26
Bridgeport	6,093.31	12,937.63	19,030.94			639.00	3,860.00	5,582.86		10,081.86	8,949.08
Bridgeview	146,204.72	41,984.34	188,189.06			529.10		16,280.00		16,809.10	171,379.96
Brighton	4,910.26	7,144.32	12,054.58			255.52		1,321.26		1,576.78	10,477.80
Brimfield	1,083.14	3,755.34	4,838.48								4,838.48
Broadlands	351.80	1,969.25	2,321.05					399.77		399.77	1,921.28
Broadview		49,163.00	49,163.00				49,163.00			49,163.00	
Broadwell	829.17	990.37	1,819.54					1,783.87	35.67	1,819.54	
Brocton	1,452.02	2,175.36	3,627.38								3,627.38
Brookfield	118,044.14	116,948.14	234,992.28	87,504.20		12,491.41		97,388.69		197,384.30	37,607.98
Brooklyn	65,527.68	11,002.71	76,530.39			153.15		3,417.59		3,570.74	72,959.65
Brookport	3,457.17	6,606.21	10,063.38								10,063.38
Broughton	353.54	1,345.29	1,698.83					1,665.19	33.64	1,698.83	
Browning	6,801.43	1,717.38	8,518.81					491.42		491.42	8,027.39
Browns	1,305.79	1,436.88	2,742.67					1,336.80		1,336.80	1,405.87

Brownstown	589.92	3,772.52	4,362.44			335.23		3,178.99		3,514.22	848.22
Brussels	3,438.08	1,150.66	4,588.74			145.36		3,465.20		3,610.56	978.18
Bryant	1,265.19	1,980.72	3,245.91			160.56		2,945.66		3,106.22	139.69
Buckingham	589.75	870.14	1,459.89			191.95		968.73		1,160.68	299.21
Buckley	14,329.33	3,949.98	18,279.31			380.82		3,141.45		3,522.27	14,757.04
Buckner	4,164.28	3,492.02	7,656.30								7,656.30
Buda	5,281.72	4,190.41	9,472.13			496.90		5,938.08		6,434.98	3,037.15
Buffalo	3,240.52	2,037.96	5,278.48					3,000.00		3,000.00	2,278.48
Buffalo Grove	14,098.03	8,541.12	22,639.15			344.73		5,218.70		5,563.43	17,075.72
Bulpitt	9,277.24	1,757.44	11,034.68					244.87	4.90	249.77	10,784.91
Buncombe	635.42	1,144.91	1,780.33					1,320.04		1,320.04	460.29
Bunker Hill		8,724.32	8,724.32			279.82		4,488.17		4,767.99	3,956.33
Bureau Junction	9,213.83	2,295.58	11,509.41	31.90		244.78				276.68	11,232.73
Burlington	12,835.65	2,060.87	14,896.52								14,896.52
Burnham	40,799.30	14,185.59	54,984.89	494.18		6,271.68		2,090.00		8,855.86	46,129.03
Burr Ridge	1,154.21	1,862.88	3,017.09								3,017.09
Bush	1,329.12	2,627.60	3,956.72					2,404.86	48.10	2,452.96	1,503.76
Bushnell	37,357.74	21,238.31	58,596.05			429.49	3,795.07	12,593.50		16,818.06	41,777.99
Butler	970.90	1,425.43	2,396.33					1,506.43		1,506.43	889.90
Byron	422.20	9,033.42	9,455.62	[1]—23.21		916.82	754.96			1,648.57	7,807.05
Cabery	2,997.75	1,677.29	4,675.04	[1]—5.10		234.73		2,137.28		2,366.91	2,308.13
Cahokia	107,330.40	90,614.93	197,945.33			3,114.06		53,752.57		56,866.63	141,078.70
Cairo	53,511.33	53,513.68	107,025.01			377.54		3,146.18		3,523.72	103,501.29
Calhoun	301.41	1,076.23	1,377.64					488.74		488.74	888.90
Calumet City	41,716.36	143,115.36	184,831.72	[1]—3,511.55		13,779.48		37,939.88		48,207.81	136,623.91
Calumet Park	72,413.73	48,361.53	120,775.26	110,384.66		9,661.00				120,045.66	729.60
Camargo	415.54	1,580.01	1,995.55					1,676.49		1,676.49	319.06
Cambria	1,591.53	3,251.59	4,843.12					1,998.52	39.97	2,038.49	2,804.63
Cambridge	4,182.70	9,531.47	13,714.17				6,060.00	5,299.54		11,359.54	2,354.63
Camden	838.35	664.06	1,502.41					1,396.25		1,396.25	106.16
Campbell Hill	1,456.62	1,505.57	2,962.19								2,962.19
Camp Point	7,244.12	6,251.26	13,495.38	5.90		260.26		6,488.08		6,754.24	6,741.14
Campus	2,423.81	944.57	3,368.38								3,368.38
Canton		77,786.06	77,786.06	2,746.24		805.00	20,730.15	8,959.00		33,240.39	44,545.67
Cantrall	293.21	658.34	951.55					930.00		930.00	21.55
Capron	6,253.38	3,755.35	10,008.73			94.16		1,883.20		1,977.36	8,031.37
Carbon Cliff	16,605.97	7,258.81	23,864.78			838.90		10,586.96		11,425.86	12,438.92
Carbondale	46,490.99	83,980.11	130,471.10	83,924.19	1,987.50	5,180.10				91,091.79	39,379.31
Carbon Hill	777.79	1,351.02	2,128.81			209.64		1,662.47		1,872.11	256.70
Carlinville	20,053.67	31,141.89	51,195.56	2,620.02		1,853.54		12,516.43		16,989.99	34,205.57
Carlock	3,102.91	1,871.93	4,974.84			294.08		2,940.90		3,234.98	1,739.86
Carlyle	44,190.90	16,618.56	60,809.46			560.60		10,184.08		10,744.68	50,064.78
Carmi	18,367.27	35,217.82	53,585.09	[1]—439.95		562.48	8,187.50	16,939.30		25,249.33	28,335.76
Carol Stream	771.45	4,785.78	5,557.23					5,200.00		5,200.00	357.23
Carpentersville	230,297.94	99,745.67	330,043.61	154,855.55		2,663.00	13,567.46	57,815.50		228,901.51	101,142.10
Carrier Mills	23,527.10	11,483.60	35,010.70			500.81		9,575.55		10,076.36	24,934.34
Carrollton	16,509.00	14,643.56	31,152.56			679.47		18,119.30		18,798.77	12,353.79
Carterville	38,269.64	15,130.16	53,399.80			222.91		6,549.95		6,772.86	46,626.94
Carthage	3,482.39	19,034.35	22,516.74			1,016.70		19,688.72		20,705.42	1,811.32
Cary	11,979.50	14,483.26	26,462.76	549.83		582.88		2,344.50		3,477.21	22,985.55
Casey	27,870.17	16,544.15	44,414.32	32,178.37		7,592.05		4,643.90		44,414.32	
Caseyville	7,731.30	14,053.91	21,785.21	[1]—284.13		469.54		9,928.27		10,113.68	11,671.53
Catlin	4,529.26	7,230.21	11,759.47					7,466.60		7,466.60	4,292.87

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Cave-in-Rock	13,549.20	2,833.69	16,382.89					5,588.14		5,588.14	10,794.75
Cedar Point	3,138.89	1,763.19	4,902.08			[1]—5.60		385.60		380.00	4,522.08
Cedarville	3,554.72	3,263.03	6,817.75								6,817.75
Central City	2,494.41	8,140.40	10,634.81				3,249.96	5,283.90		8,533.86	2,100.95
Centralia	80,043.09	79,595.03	159,638.12	43,692.90		407.55	46,991.04	32,521.79		123,613.28	36,024.84
Centreville	139,424.09	73,097.62	212,521.71	23,665.58		4,582.23		56,397.32		84,645.13	127,876.58
Cerro Gordo	4,788.04	6,108.17	10,896.21					6,740.22		6,740.22	4,155.99
Chadwick	3,547.98	3,446.22	6,994.20								6,994.20
Champaign	75,130.66	290,288.05	365,418.71	39,550.17	962.00	2,372.09	141,218.20	27,059.50		211,161.96	154,256.75
Chandlerville	7,563.93	4,110.27	11,674.20			215.00		4,372.90		4,587.90	7,086.30
Chapin	1,705.56	2,730.64	4,436.20					4,155.65		4,155.65	280.55
Charleston	91,773.80	60,137.07	151,910.87	68,169.91	750.00	5,006.51		28,083.18		102,009.60	49,901.27
Chatham	950.46	6,119.61	7,070.07					5,525.55		5,525.55	1,544.52
Chatsworth	10,052.35	7,613.72	17,666.07			768.00		8,114.94		8,882.94	8,783.13
Chebanse	7,956.22	5,695.98	13,652.20	8,800.20		612.71		1,914.02		11,326.93	2,325.27
Chenoa	13,212.58	8,718.59	21,931.17	20,231.00						20,231.00	1,700.17
Cherry	3,650.44	2,868.02	6,518.46								6,518.46
Cherry Valley	5,621.94	5,009.04	10,630.98	7,790.06		1,058.22		1,583.40	199.30	10,630.98	
Chester	30,856.01	25,531.78	56,387.79			75.77		841.91		917.68	55,470.11
Chesterfield	3,126.79	1,602.88	4,729.67					2,990.00	59.80	3,049.80	1,679.87
Chicago	8,895,793.47	20,324,693.54	29,220,487.01	4,744,366.54	2,004,826.15	392,075.20	1,577,836.86	7,474,632.73	19,452.80	16,213,190.28	13,007,296.73
Chicago Heights	56,226.06	196,531.73	252,757.79	190,448.48		21,246.12	20,100.00	20,963.19		252,757.79	
Chicago Ridge	43,674.43	32,905.09	76,579.52				18,400.00			18,400.00	58,179.52
Chillicothe	1,951.45	19,234.70	21,186.15			[1]—56.85	2,932.86	9,155.85		12,031.86	9,154.29
Chrisman	2,701.00	6,989.76	9,690.76					7,505.72		7,505.72	2,185.04
Christopher	9,862.68	16,338.06	26,200.74				4,640.00		46.87	4,686.87	21,513.87
Cicero		395,742.58	395,742.58	241,981.87		11,593.45	138,882.26	3,285.00		395,742.58	
Cisco	1,039.51	2,278.38	3,317.89					2,319.03		2,319.03	998.86
Cisne	544.11	3,520.63	4,064.74					3,765.10	75.30	3,840.40	224.34
Cissna Park	940.70	4,596.85	5,537.55								5,537.55
Claremont	2,009.38	1,276.60	3,285.98					859.79	17.55	877.34	2,408.64
Clarendon Hills	36,569.42	33,689.36	70,258.78	8,089.39			17,550.00			25,639.39	44,619.39
Clay City	2,569.41	6,548.99	9,118.40				4,277.50	[1]—2,289.97		1,987.53	7,130.87
Clayton	3,572.94	4,430.83	8,003.77					2,708.20		2,708.20	5,295.57
Clear Lake	754.88	1,253.70	2,008.58					956.42		956.42	1,052.16
Cleveland	2,331,50	1,436.88	3,768.38				580.00	674.90		1,254.90	2,513.48
Clifton	6,953.33	5,827.61	12,780.94	7,506.17		983.65		2,736.71		11,226.53	1,554.41
Clinton	8,952.79	42,104.53	51,057.32					3,625.00		3,625.00	47,432.32
Coal City	714.46	16,326.60	17,041.06			881.78	3,206.25	10,847.78		14,935.81	2,105.25
Coalton	2,151.32	2,015.06	4,166.38					2,070.42		2,070.42	[illegible],095.96

Coal Valley	3,854.86	2,490.21	6,345.07					3,170.14		3,170.14	3,174.93
Coatsburg	463.37	1,018.98	1,482.35					1,442.27	28.85	1,471.12	11.23
Cobden	16,240.74	5,255.20	21,495.94			281.00		7,133.01		7,414.01	14,081.93
Coffeen	115.04	2,873.73	2,988.77					2,800.59		2,800.59	188.18
Colchester	5,260.78	8,558.30	13,819.08			196.72		1,607.12		1,803.84	12,015.24
Coleta	1,657.03	1,127.74	2,784.77								2,784.77
Colfax	9,316.23	5,117.80	14,434.03			184.87		760.58		945.45	13,488.58
Collinsville	114,068.13	81,386.83	195,454.96	50,555.15		11,308.45		60,975.43	1,938.13	124,777.16	70,677.80
Colona	6,515.41	2,810.79	9,326.20			1.25		27.74		28.99	9,297.21
Colp	2,869.41	1,150.65	4,020.06			135.00		3,309.82	68.90	3,513.72	506.34
Columbia	15,100.44	18,169.94	33,270.38			788.41		6,629.58		7,417.99	25,852.39
Columbus	1,042.96	623.98	1,666.94					562.11	11.24	573.35	1,093.59
Compton	2,552.08	2,095.23	4,647.31								4,647.31
Concord	3,116.01	1,202.19	4,318.20			120.88		812.39	18.67	951.94	3,366.26
Congerville		1,362.47	1,362.47	1,362.47						1,362.47	
Cooksville	8,150.33	1,265.15	9,415.48								9,415.48
Cordova	3,989.06	2,873.74	6,862.80			197.29		3,194.23		3,391.52	3,471.28
Cornell	1,039.29	2,999.71	4,039.00	2,028.75		209.50		1,486.56	74.50	3,799.31	239.69
Cortland	8,213.44	2,639.07	10,852.51			272.16		3,620.93		3,893.09	6,959.42
Coulterville	11,503.73	5,850.56	17,354.29	[1]—154.34				3,826.63		3,672.29	13,682.00
Country Club Hills	14,195.19	27,312.15	41,507.34			520.00	29,060.94	6,480.00		36,060.94	5,446.40
Countryside	4,570.50	13,699.01	18,269.51								18,269.51
Cowden	208.28	3,291.67	3,499.95			121.63		2,810.37	119.66	3,051.66	448.29
Crainville	996.62	2,410.07	3,406.69								3,406.69
Creal Springs	1,049.30	4,488.10	5,537.40			55.00		198.00		253.00	5,284.40
Crescent City	4,775.17	2,461.22	7,236.39			430.98		4,043.21		4,474.19	2,762.20
Creston	6,761.38	2,598.97	9,360.35								9,360.35
Crest Hill	43,826.70	33,420.30	77,247.00			2,966.39		45,037.96		48,004.35	29,242.65
Crestwood	4,208.25	6,943.97	11,152.22	[1]—1,000.00		1,000.00		240.00		240.00	10,912.22
Crete	17,776.88	19,824.34	37,601.22	18,544.25		2,077.18		6,630.98		27,252.41	10,348.81
Creve Coeur	63,257.98	38,263.34	101,521.32			1,766.23		27,657.54		29,423.77	72,097.55
Crossville	17,268.82	5,003.31	22,272.13			152.84		2,653.99		2,806.83	19,465.30
Crystal Lake		47,594.45	47,594.45	18,347.80		8,125.07	1,915.09	17,091.13		45,479.09	2,115.36
Cuba	5,937.93	7,899.95	13,837.88			543.07		7,307.48		7,850.55	5,987.33
Cullom	2,357.45	3,177.14	5,534.59								5,534.59
Cutler	7,287.88	2,547.45	9,835.33					6,154.46	123.09	6,277.55	3,557.78
Cypress	1,724.28	1,511.31	3,235.59					1,890.63		1,890.63	1,344.96
Dahlgren	2,691.75	2,747.82	5,439.57					5,332.66		5,332.66	106.91
Dakota	10,538.53	2,078.05	12,616.58	7,174.10		749.58		2,191.70		10,115.38	2,501.20
Dallas City	1,269.77	7,304.60	8,574.37			348.59		7,651.62		8,000.21	574.16
Dalton City	819.78	2,209.71	3,029.49					2,429.16		2,429.16	600.33
Dalzell	5,034.12	2,839.42	7,873.54								7,873.54
Dana	4,196.64	1,373.91	5,570.55	4,225.40		277.76				4,503.16	1,067.39
Danforth	2,787.95	2,255.51	5,043.46			291.18		2,958.75		3,249.93	1,793.53
Danvers	15,807.01	4,482.38	20,289.39	9,676.20		88.79		261.32		10,026.31	10,263.08
Danville	185,670.45	239,609.45	425,279.90	66,320.56	9,185.00	644.41		42,949.87		119,099.84	306,180.06
Davis	2,894.53	2,484.48	5,379.01								5,379.01
Dawson	4,977.11	2,249.78	7,226.89					3,605.00	72.10	3,677.10	3,549.79
Decatur	384,116.48	446,542.82	830,659.30	276,916.97	27,342.80	[1]—9,914.52	328,697.65	17,000.20		640,043.10	190,616.20
Deer Creek	2,948.64	3,337.45	6,286.09			146.64		2,790.54	59.94	2,997.12	3,288.97
Deer Park	6,060.14	2,724.92	8,785.06								8,785.06
Deerfield	77,814.96	67,470.30	145,285.26	51,908.23		11,772.80		23,337.76		87,018.79	58,266.47

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for: Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous	Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
DeKalb	138,164.75	105,825.24	243,989.99	122,080.81		8,755.91				130,836.72	113,153.27
DeLand	5,985.40	2,415.77	8,401.17			245.00		4,628.70		4,873.70	3,527.47
Delavan	7,779.13	7,882.79	15,661.92				4,000.00	1,535.85		5,535.85	10,126.07
DePue	21,711.80	10,991.26	32,703.06	20,000.00					200.00	20,200.00	12,503.06
DeSoto	8,863.82	4,138.90	13,002.72					3,581.76		3,581.76	9,420.96
DesPlaines	291,939.99	218,938.97	510,878.96	244,496.76		12,596.91	56,036.78	39,587.20		352,717.65	158,161.31
Detroit	1,723.23	721.30	2,444.53					995.00		995.00	1,449.53
DeWitt	285.22	1,402.53	1,687.75					598.93		598.93	1,088.82
Diamond	2,264.69	1,431.16	3,695.85			267.18		1,837.83		2,105.01	1,590.84
Dieterich	2,125.91	3,383.25	5,509.16				789.83	724.00		1,513.83	3,995.33
Divernon	1,495.37	5,707.44	7,202.81					6,055.30		6,055.30	1,147.51
Dixmoor	3,832.90	17,608.91	21,441.81				10,685.00			10,685.00	10,756.81
Dixon		112,002.09	112,002.09	12,760.43		10,371.58	11,893.35	15,195.18		50,220.54	61,781.55
Dolton	47,605.02	107,313.61	154,918.63	7,502.35		9,157.20	59,108.64	3,436.00		79,204.19	75,714.44
Dongola	15,937.92	4,333.52	20,271.44			275.00		5,962.21		6,237.21	14,034.23
Donnellson	2,455.98	1,671.59	4,127.57					2,840.62		2,840.62	1,286.95
Donovan	9,381.96	1,831.89	11,213.85			340.98		2,773.54		3,114.52	8,099.33
Dorchester	19.96	921.66	941.62					896.00		896.00	45.62
Dover	4,592.41	978.91	5,571.32								5,571.32
Dowell	14,287.91	2,593.25	16,881.16					4,833.62		4,833.62	12,047.54
Downers Grove	59,042.29	121,098.49	180,140.78			2,481.13	56,125.00	30,594.00		89,200.13	90,940.65
Downs	1,833.75	2,998.42	4,832.17	4,832.17		[1]—42.15		42.15		4,832.17	
DuBois	2,459.84	1,310.94	3,770.78								3,770.78
Dunfermline	303.76	1,625.79	1,929.55			118.15		1,629.00		1,747.15	182.40
Dunlap	6,424.67	3,228.69	9,653.36			300.01		4,159.48		4,459.49	5,193.87
Dupo	28,894.27	16,813.20	45,707.47	18,937.92		2,021.07		9,380.75	617.47	30,957.21	14,750.26
DuQuoin	16,136.40	37,542.01	53,678.41	5,222.55		[1]—394.86		17,027.58		21,855.27	31,823.14
Durand	20,576.22	4,562.50	25,138.72								25,138.72
Dwight	12,809.74	17,666.15	30,475.89	23,597.25		2,323.75				25,921.00	4,554.89
Eagarville	1,395.78	852.96	2,248.74								2,248.74
Earlville		8,128.94	8,128.94	1,908.12		3,271.49				5,179.61	2,949.33
East Alton	41,380.88	43,678.82	85,059.70	1,213.12		1,802.28		29,144.88	643.20	32,803.48	52,256.22
East Brooklyn	401.06	389.27	790.33			4.45		[1]—4.45			790.33
East Carondelet	5,731.60	2,650.51	8,382.11			201.70		1,202.94		1,404.64	6,977.47
East Chicago Heights	29,064.98	20,730.24	49,795.22								49,795.22
East Dubuque	22,874.29	11,918.64	34,792.93	1,377.90		836.73		8,744.71		10,959.34	23,833.59
East Dundee	16,862.97	12,714.36	29,577.33	11,846.83		2,262.84		5,019.23		19,128.90	10,448.43
East Galesburg	5,821.82	3,778.24	9,600.06			708.26		6,637.09		7,345.35	2,254.71
East Gillespie	352.00	1,190.73	1,542.73					1,059.90		1,059.90	482.83

East Hazelcrest	11,165.19	8,340.75	19,505.94	14,497.94		5,008.00				19,505.94	
East Moline	121,504.17	95,784.23	217,288.40	34,616.78		9,029.03	63,484.86	1,781.19		108,911.86	108,376.54
Easton	3,869.80	2,066.61	5,936.41					910.13		910.13	5,026.28
East Peoria	92,992.17	70,469.98	163,462.15	34,041.19		1,280.28	14,116.70	31,209.40		80,647.57	82,814.58
East St. Louis	558,091.23	467,769.68	1,025,860.91	47,011.84		59,236.09	36,991.63	251,542.94		394,782.50	631,078.41
Eddyville	2,794.35	715.57	3,509.92					741.33		741.33	2,768.59
Edgewood	299.41	2,948.17	3,247.58					3,103.58		3,103.58	144.00
Edinburg	12,194.12	5,741.78	17,935.90			750.00		4,337.50		5,087.50	12,848.40
Edwardsville	97,285.64	57,223.24	154,508.88								154,508.88
Effingham	65,344.86	46,781.55	112,126.41	48,394.70		6,105.34		18,785.21		73,285.25	38,841.16
Eileen	2,207.01	2,198.24	4,405.25			410.56		3,478.83		3,889.39	515.86
Elburn	22,490.21	5,495.63	27,985.84			75.80	1,812.26	[1]—75.80		1,812.26	26,173.58
El Dara	1,074.43	561.02	1,635.45					108.59		108.59	1,526.86
Eldorado		20,454.05	20,454.05	16,547.93		229.78		3,676.34		20,454.05	
Eldred	5,136.58	1,728.82	6,865.40					3,699.00		3,699.00	3,166.40
Elgin	48,633.62	283,064.98	331,698.60	46,077.72		11,558.64		167,330.88		224,967.24	106,731.36
Elizabeth	12,140.26	4,173.25	16,313.51								16,313.51
Elizabethtown	19,323.72	2,999.72	22,323.44					375.72		375.72	21,947.72
Elk Grove Village	58,519.01	59,100.91	117,619.92	26,622.36		1,838.45		27,376.23		55,837.04	61,782.88
Elkhart	4,618.65	2,392.90	7,011.55					3,346.26		3,346.26	3,665.29
Elkville	17,213.34	4,253.40	21,466.74					7,397.19		7,397.19	14,069.55
Elliott	5,087.01	1,963.55	7,050.56			317.79		2,717.13		3,034.92	4,015.64
Ellis Grove	7,108.28	1,247.97	8,356.25					2,501.99	51.06	2,553.05	5,803.20
Ellisville	119.25	801.46	920.71					848.10	16.96	865.06	55.65
Ellsworth	3,474.73	1,282.31	4,757.04								4,757.04
Elmhurst	196,239.16	211,759.21	407,998.37	37,801.51		454.93		85,600.93		123,857.37	284,141.00
Elmwood	5,596.74	10,773.72	16,370.46			565.17		7,874.18		8,439.35	7,931.11
Elmwood Park	217,863.02	136,623.64	354,486.66	126,115.99		11,985.50	105,912.50	28,639.00		272,652.99	81,833.67
El Paso	17,842.46	11,243.15	29,085.61	250.32				132.01		382.33	28,703.28
Elsah	6,699.36	2,902.37	9,601.73			448.22		4,314.81		4,763.03	4,838.70
Elvaston	217.19	1,328.10	1,545.29					1,524.06		1,524.06	21.23
Elwood	4,241.06	4,270.57	8,511.63			288.31		5,029.93		5,318.24	3,193.39
Emden	3,640.34	2,873.74	6,514.08								6,514.08
Emmington	1,503.85	761.36	2,265.21	[1]—128.58				128.58		[1]—.00	2,265.21
Energy	918.28	2,902.37	3,820.65			150.00		2,443.84		2,593.84	1,226.81
Enfield	10,313.80	4,528.18	14,841.98								14,841.98
Equality	4,947.82	3,806.88	8,754.70					4,063.18		4,063.18	4,691.52
Erie	25,946.96	6,955.42	32,902.38			1,703.67		[1]—19.29		1,684.38	31,218.00
Essex	1,981.26	1,877.68	3,858.94			355.55		1,989.46		2,345.01	1,513.93
Eureka	30,543.33	14,529.08	45,072.41	[1]—85.30		764.67	20,915.14	4,367.71		25,962.22	19,110.19
Evanston	876,263.43	453,864.61	1,330,128.04	129,489.97		16,600.00		129,818.30		275,908.27	1,054,219.77
Evansville	38,338.52	4,745.71	43,084.23					1,898.39		1,898.39	41,185.84
Evergreen Park	5,601.53	138,409.72	144,011.25	[1]—771.33		[1]—6,050.35	126,405.65	[1]—.01		119,583.96	24,427.29
Ewing	1,131.86	1,431.16	2,563.02					1,456.37		1,456.37	1,106.65
Exeter	1,060.72	440.79	1,501.51					293.41	14.67	308.08	1,193.43
Fairbury	30,213.23	16,813.21	47,026.44	4,605.00		265.97		1,693.74		6,564.71	40,461.73
Fairfield	56,864.20	36,420.00	93,284.20	67,223.40		8,200.00	17,860.80			93,284.20	
Fairmont City	16,158.65	15,387.75	31,546.40	[1]—21.75		636.20		9,654.38		10,268.83	21,277.57
Fairmount	2,922.64	4,150.34	7,072.98					2,584.76		2,584.76	4,488.22
Fairview	3,137.09	3,114.18	6,251.27	2,138.50		299.15		2,054.19	44.92	4,536.76	1,714.51
Farina	761.98	3,961.43	4,723.41					4,321.41		4,321.41	402.00
Farmer City	4,450.74	10,521.85	14,972.59					7,955.38		7,955.38	7,017.21
Farmersville	767.64	2,833.69	3,601.33					3,387.38		3,387.38	213.95
Farmington	12,304.49	16,206.38	28,510.87			643.68	11,124.78	8,218.47		19,986.93	8,523.94

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for: Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous	Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
Fayetteville	791.68	1,683.03	2,474.71					1,304.54		1,304.54	1,170.17
Ferris	305.34	1,190.73	1,496.07					1,496.07		1,496.07	
Fidelity	819.99	715.58	1,535.57			90.44		1,020.94		1,111.38	424.19
Fieldon	284.51	1,368.17	1,652.68					74.28		74.28	1,578.40
Fillmore	2,768.30	2,060.87	4,829.17					3,634.25	72.68	3,706.93	1,122.24
Findlay	1,954.13	4,344.99	6,299.12			225.98		5,479.79		5,705.77	593.35
Fisher	2,335.49	6,611.92	8,947.41			[1]—73.00		4,721.06	46.48	4,694.54	4,252.87
Fithian	1,629.17	2,833.69	4,462.86					464.91		464.91	3,997.95
Flanagan		4,814.42	4,814.42				4,814.42			4,814.42	
Flat Rock		2,845.14	2,845.14			36.28		1,000.34		1,036.62	1,808.52
Flora	14,132.19	30,517.95	44,650.14			340.33	13,990.00	5,630.70		19,961.03	24,689.11
Florence	139.10	566.74	705.84								705.84
Flossmoor	15,446.91	26,470.61	41,917.52	2,014.67		370.16				2,384.83	39,532.69
Foosland		858.69	858.69					643.51		643.51	215.18
Forest City	5,583.13	1,425.41	7,008.54	7,008.54						7,008.54	
Forest Park	80,489.21	82,732.12	163,221.33	45,229.65		5,927.02		27,114.80		78,271.47	84,949.86
Forest View	18,301.08	5,965.03	24,266.11								24,266.11
Forrest	3,752.98	6,984.03	10,737.01			65.95		[1]—65.95			10,737.01
Forreston	17,407.38	6,600.47	24,007.85	21,539.62		2,468.23				24,007.85	
Forsyth	394.00	2,427.23	2,821.23					1,303.60		1,303.60	1,517.63
Fox Lake	65,526.90	21,181.08	86 707.98			[1]—847.09		25,625.91		24,778.82	61,929.16
Fox River Grove	24,670.79	10,682.13	35,352.92			933.68		13,737.47		14,671.15	20,681.77
Frankfort	5,423.80	6,497.45	11,921.25	2,119.35		976.31		308.60		3,404.26	8,516.99
Franklin	1,281.37	2,862.31	4,143.68								4,143.68
Franklin Grove	5,016.64	4,425.12	9,441.76								9,441.76
Franklin Park	78,351.38	104,886.38	183,237.76	[1]—2,397.14		[1]—1,035.00	85,324.90			81,892.76	101,345.00
Freeburg	9,542.05	10,922.56	20,464.61			731.39		7,106.73		7,838.12	12,626.49
Freemanspur	2,913.51	2,324.21	5,237.72								5,237.72
Freeport	45,191.77	152,435.04	197,626.81	109,226.90		777.00		43,653.09		153,656.99	43,969.82
Fulton	68,546.77	19,389.28	87,936.05			600.26		8,390.15		8,990.41	78,945.64
Fults	1,103.28	515.22	1,618.50			60.82		1,244.28		1,305.10	313.40
Galatia	9,346.24	4,751.44	14,097.68			597.00		12,204.46		12,801.46	1,296.22
Galena	32,071.50	25,245.54	57,317.04					13,608.82	38.52	13,647.34	43,669.70
Galesburg	80,963.74	213,201.82	294,165.56	106,571.96	1,500.00	962.66	14,306.88	27,500.64		150,842.14	143,323.42
Galva	12,782.03	17,517.30	30,299.33	[1]—100.00		1,653.96		7,189.55		8,743.51	21,555.82
Gardner	834.81	5,959.33	6,794.14								6,794.14
Garrett	754.11	1,425.41	2,179.52								2,179.52
Gays	2,544.92	1,505.59	4,050.51					3,459.50		3,459.50	591.01
Geneseo	33,353.17	29,590.53	62,943.70								62,943.70
Geneva	66,575.04	43,770.41	110,345.45	[1]—2,525.40		2,525.40				[1]—.00	110,345.45
Genoa	13,764.32	13,338.34	27,102.66	[1]—4.77		[1]—339.60		10,030.60		9,686.23	17,416.43
Georgetown	16,879.02	20,288.03	37,167.05					7.26		7.26	37,159.79

Germantown	7,587.50	5,627.30	13,214.80								13,214.80
German Valley	796.80	1,282.30	2,079.10								2,079.10
Gibson	22,955.45	19,767.08	42,722.53			4,779.17	4,820.00	6,025.42		15,624.59	27,097.94
Gifford	564.89	3,486.29	4,051.18					3,377.60		3,377.60	673.58
Gilberts	2,008.35	1,362.46	3,370.81			130.65		1,005.00		1,135.65	2,235.16
Gillespie	37,209.79	20,431.14	57,640.93	9,594.98		2,040.92		17,480.33		29,116.23	28,524.70
Gilman	4,759.73	9,754.74	14,514.47	[1]—124.69		823.94		7,862.69		8,561.94	5,952.53
Girard	6,612.52	9,926.47	16,538.99			601.70		12,257.55		12,859.25	3,679.74
Gladstone		2,037.96	2,037.96					51.83		51.83	1,986.13
Glasford	6,857.63	5,793.32	12,650.95			462.91	2,510.00	7,146.90		10,119.81	2,531.14
Glasgow	1,986.87	950.28	2,937.15					2,237.53		2,237.53	699.62
Glen Carbon	2,134.60	7,104.26	9,238.86	800.00	200.00	193.47		4,050.53		5,244.00	3,994.86
Glencoe	68,591.10	59,948.06	128,539.16	13,465.85		1,425.46		16,390.00		31,281.31	97,257.85
Glen Ellyn	30,390.29	91,433.56	121,823.85	48,821.04		8,137.86		47,421.23		104,380.13	17,443.72
Glendale Heights		906.67	906.67								906.67
Glenview	191,071.43	103,798.70	294,870.13	5,967.69		35.99				6,003.68	288,866.45
Glenwood	13,851.10	5,049.11	18,900.21			440.72		5,509.00		5,949.72	12,950.49
Godley	1,589.42	555.29	2,144.71								2,144.71
Golconda	19,386.70	4,946.08	24,332.78			741.73		13,550.32		14,292.05	10,040.73
Golden	6,477.43	2,810.79	9,288.22					9,000.00		9,000.00	288.22
Golden Gate	3,188.70	893.04	4,081.74					2,556.60		2,556.60	1,525.14
Golf	4,736.29	2,341.36	7,077.65			194.11		3,235.10		3,429.21	3,648.44
Goodfield	4,725.90	1,637.25	6,363.15			96.63		2,710.66		2,807.29	3,555.86
Good Hope	636.91	2,255.50	2,892.41			103.06		2,061.20		2,164.26	728.15
Goreville	6,074.22	3,577.88	9,652.10					3,927.00		3,927.00	5,725.10
Gorham	5,783.12	2,163.90	7,947.02					2,036.90	41.57	2,078.47	5,868.55
Grafton	7,965.14	6,205.49	14,170.63	[1]—56.25		56.25				[1].00	14,170.63
Grand Ridge	4,749.34	3,772.63	8,521.97			257.50		2,410.01		2,667.51	5,854.46
Grand Tower	6,036.81	4,848.73	10,885.54	79.26		2,821.26		3,998.12		6,898.64	3,986.90
Grandview	10,081.49	12,674.32	22,755.81				6,337.19	2,870.08		9,207.27	13,548.54
Granite City	357,844.59	229,402.48	587,247.07	55,343.07		37,838.83	13,296.96	99,217.49		205,696.35	381,550.72
Grantfork	2,357.10	767.09	3,124.19					1,120.90		1,120.90	2,003.29
Grant Park	1,843.81	4,333.52	6,177.33	[1]—189.70		432.56		3,934.30		4,177.16	2,000.17
Granville	2,000.61	5,999.39	8,000.00			409.25	3,195.00	3,410.38		7,014.63	985.37
Grays Lake	26,281.89	21,535.99	47,817.88					45,310.71		45,310.71	2,507.17
Grayville	14,659.26	13,052.11	27,711.37	4,338.10		4,287.95		7,042.59		15,668.64	12,042.73
Greenfield	16,546.53	6,091.00	22,637.53			1,047.94		14,863.72		15,911.66	6,725.87
Green Oaks	1,161.73	1,805.76	2,967.49					1,815.60		1,815.60	1,151.89
Green Rock	6,068.90	15,324.81	21,393.71			403.86	5,700.00	5,746.94		11,850.80	9,542.91
Greenup	380.64	8,455.25	8,835.89			153.42	6,198.00	955.44		7,306.86	1,529.03
Green Valley	674.84	3,159.98	3,834.82				612.50	300.00		912.50	2,922.32
Greenview	1,081.15	4,556.81	5,637.96				2,868.26	581.01		3,449.27	2,188.69
Greenville	49,065.85	26,155.76	75,221.61	18,428.24		771.80	10,315.00	33,467.39		62,982.43	12,239.18
Gridley	5,204.35	5,089.18	10,293.53			[1]—31.53		37.16		5.63	10,287.90
Griggsville	595.81	7,098.52	7,694.33				3,549.28	2,025.95	20.25	5,595.48	2,098.85
Gulf Port	455.11	1,225.06	1,680.17								1,680.17
Gurnee	45,056.96	10,481.76	55,538.72	9,397.45		1,427.50		7,497.12		18,322.07	37,216.65
Hainesville	967.17	755.64	1,722.81			20.00		745.83		765.83	956.98
Hamburg	2,304.74	1,511.30	3,816.04			143.65		2,872.90		3,016.55	799.49
Hamel	7,355.00	2,072.31	9,427.31				1,800.00			1,800.00	7,627.31
Hamilton	1,937.11	12,754.44	14,691.55			639.01		13,618.14		14,257.15	434.40
Hamletsburg	1,239.62	612.55	1,852.17					470.96		470.96	1,381.21
Hammond	652.24	2,696.30	3,348.54					2,765.62		2,765.62	582.92
Hampshire	8,522.82	7,493.51	16,016.33			609.03		6,090.26		6,699.29	9,317.04

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Hampton	8,024.82	4,247.66	12,272.48			238.30		3,888.30		4,126.60	8,145.88
Hanaford	1,983.65	1,654.41	3,638.06					2,659.38	79.78	2,739.16	898.90
Hanna City	3,393.65	6,045.18	9,438.83			647.08		6,975.91		7,622.99	1,815.84
Hanover	18,466.06	7,991.55	26,457.61	6,120.46		1,582.80		1,462.50		9,165.76	17,291.85
Hanover Park	4,689.54	10,567.63	15,257.17	7,495.26		788.63		1,859.33		10,143.22	5,113.95
Hardin	3,481.46	5,953.60	9,435.06			166.23	3,475.00	3,486.30		7,127.53	2,307.53
Harmon	1,002.94	1,225.06	2,228.00				1,356.25			1,356.25	871.75
Harrisburg	61,236.07	52,500.44	113,736.51	89,187.32		7,362.75		11,658.96		108,209.03	5,527.48
Hartford	17,082.47	13,481.47	30,563.94	[1]—2.61		423.24		8,268.21		8,688.84	21,875.10
Hartsburg	2,316.34	1,717.39	4,033.73					3,174.56		3,174.56	859.17
Harvard	34,758.30	24,318.18	59,076.48	[1]—1,559.52		1,265.56		10,440.00		10,146.04	48,930.44
Harvel	542.89	1,631.51	2,174.40					1,695.86		1,695.86	478.54
Harvey	1,812.01	166,420.30	168,232.31	147,760.73		13,113.02		7,358.56		168,232.31	
Harwood Heights	64,625.71	32,561.61	97,187.32	62,000.00						62,000.00	35,187.32
Havana	64,895.37	24,976.49	89,871.86			270.38		7,532.90		7,803.28	82,068.58
Hawthorn Woods	2,129.09	1,625.79	3,754.88					2,402.69		2,402.69	1,352.19
Hazel Crest		44,097.69	44,097.69				21,531.36	10,179.62		31,710.98	12,386.71
Hebron	14,870.76	4,012.95	18,883.71			349.78		2,070.97		2,420.75	16,462.96
Hecker	596.31	1,791.82	2,388.13					2,192.47		2,192.47	195.66
Henderson	634.99	1,213.62	1,848.61					1,432.73		1,432.73	415.88
Hennepin	3,035.71	2,238.32	5,274.03	[1]—313.38		313.38				[1]—.00	5,274.03
Henning	169.67	1,551.38	1,721.05					1,608.77		1,608.77	112.28
Henry	7,178.43	13,040.67	20,219.10	7,999.22		711.94		3,560.90		12,272.06	7,947.04
Herrick		2,518.84	2,518.84			80.29		2,211.27		2,291.56	227.28
Herrin	11,208.37	54,234.99	65,443.36			921.00	26,939.01	30,529.10		58,389.11	7,054.25
Herscher	2,250.60	3,766.78	6,017.38	2,782.20		543.25		1,550.04		4,875.49	1,141.89
Hettick	2,415.22	1,448.33	3,863.55					1,787.41		1,787.41	2,076.14
Heyworth	13,887.52	6,846.64	20,734.16	14,546.79		1,053.13		11.56		15,611.48	5,122.68
Hickory Hills	43,127.29	15,496.52	58,623.81								58,623.81
Hidalgo	1,276.31	721.30	1,997.61					1,749.28		1,749.28	248.33
Highland	61,173.02	28,296.76	89,469.78			[1]—37.60	45,482.48	37.60	166.67	45,649.15	43,820.63
Highland Park	333,977.94	146,160.86	480,138.80	53,506.92		2,040.01	20,414.83	1,486.60		77,448.36	402,690.44
Highwood	34,991.77	25,755.06	60,746.83	1,752.23		1,436.17				3,188.40	57,558.43
Hillcrest	3,396.31	1,282.31	4,678.62	3,502.04		496.16				3,998.20	680.42
Hillsboro	29,540.35	24,226.56	53,766.91			874.09		18,836.09		19,710.18	34,056.73
Hillsdale	5,826.62	2,805.07	8,631.69			339.48	1,891.88	5,386.02		7,617.38	1,014.31
Hillside	47,332.41	44,617.66	91,950.07				21,852.50			21,852.50	70,097.57
Hillview		1,746.01	1,746.01			30.00		1,113.31		1,143.31	602.70
Hinckley	10,383.17	5,381.12	15,764.29			289.64		3,317.67		3,607.31	12,156.98
Hindsboro	122.55	2,152.46	2,275.01					2,046.25		2,046.25	228.76
Hinsdale	128,418.29	76,709.84	205,128.13	115,037.60		13,040.22		5,549.64		133,627.46	71,500.67
Hodgkins	33,945.41	6,445.93	40,391.34								40,391.34

Hoffman	5,262.06	1,345.28	6,607.34								6,607.34
Hoffman Estates	15,932.95	55,092.74	71,025.69	30,667.63		4,683.73		27,065.40		62,416.76	8,608.93
Hollowayville	320.72	549.58	870.30								870.30
Homer	5,383.27	7,304.60	12,687.87								12,687.87
Hometown	115,581.43	42,814.38	158,395.81	59,556.17		8,966.05		19,475.41		87,997.63	70,398.18
Homewood	114,444.65	76,543.81	190,988.46	52,132.25		1,081.32		29,843.80		83,057.37	107,931.09
Hoopeston	4,807.95	37,816.81	42,624.76	32,765.08		3,044.96		3,685.09		39,495.13	3,129.63
Hooppole	625.59	1,299.48	1,925.07								1,925.07
Hopedale	1,229.61	4,219.03	5,448.64			18.96	3,634.91	[1]—18.96		3,634.91	1,813.73
Hoyleton	6,782.98	2,719.19	9,502.17			239.28		3,675.13		3,914.41	5,587.76
Hudson	452.12	2,822.24	3,274.36			289.55		1,972.88		2,262.43	1,011.93
Huey	789.10	1,213.61	2,002.71					1,291.12	19.37	1,310.49	692.22
Hull	5,621.62	3,062.67	8,684.29					4,425.99	88.52	4,514.51	4,169.78
Humboldt	277.55	1,957.81	2,235.36					200.00	4.00	204.00	2,031.36
Hume	1,070.84	2,570.35	3,641.19					2,444.41		2,444.41	1,196.78
Humphrey	1,008.06	3,698.10	4,706.16					3,700.00	75.52	3,775.52	930.64
Huntley	3,398.59	6,543.22	9,941.81								9,941.81
Hurst	3,862.95	4,940.35	8,803.30			574.51		5,698.78		6,273.29	2,530.01
Hutsonville		3,337.45	3,337.45	1,604.33			1,206.25			2,810.58	526.87
Illiopolis	498.46	5,695.98	6,194.44					3,300.00	33.00	3,333.00	2,861.44
Ina		1,900.56	1,900.56					1,824.62	36.49	1,861.11	39.45
Indian Creek	920.42	1,368.18	2,288.60			14.40		402.50		416.90	1,871.70
Indian Head Park		1,532.36	1,532.36								1,532.36
Indianola	1,662.93	1,688.76	3,351.69	62.31		16.73		1,895.44		1,974.48	1,377.21
Industry	3,596.78	2,942.44	6,539.22			313.25		6,225.97		6,539.22	
Inverness		519.11	519.11								519.11
Iola	117.87	887.33	1,005.20								1,005.20
Ipava	12,093.84	3,566.45	15,660.29			577.60		14,439.90		15,017.50	642.79
Iroquois	2,181.75	1,322.38	3,504.13			346.11		2,974.28		3,320.39	183.74
Irving	1,088.67	3,263.03	4,351.70					3,948.71	60.09	4,008.80	342.90
Irvington	802.56	2,215.43	3,017.99								3,017.99
Irwin	1,675.03	526.68	2,201.71			18.25		365.00		383.25	1,818.46
Island Lake	6,044.83	9,382.66	15,427.49	849.11		279.99		5,528.58		6,657.68	8,769.81
Itasca	21,555.88	20,402.51	41,958.39	2,450.34		4,332.26		7,437.97		14,220.57	27,737.82
Iuka	463.29	2,163.91	2,627.20					2,125.00		2,125.00	502.20
Ivesdale	4,144.20	2,060.87	6,205.07					4,120.00		4,120.00	2,085.07
Jacksonville	140,794.56	124,166.89	264,961.45			9.60	128,549.47	33,162.70		161,721.77	103,239.68
Jeffersonville	210.84	1,889.10	2,099.94					1,366.02		1,366.02	733.92
Jeisyville	1,063.79	967.46	2,031.25					1,535.56		1,535.56	495.69
Jerome	43,673.12	9,537.19	53,210.31	9,886.30				1,022.83		10,909.13	42,301.18
Jerseyville	92,246.95	42,476.63	134,723.58			1,440.09	73,147.11	43,077.21		117,664.41	17,059.17
Jewett	147.29	1,362.46	1,509.75			62.17		1,281.38	26.87	1,370.42	139.33
Johnsonville	398.75	549.57	948.32					656.36		656.36	291.96
Johnston City	2,308.53	22,274.47	24,583.00			1,414.13	5,857.09	17,311.78		24,583.00	
Joliet	436,292.27	406,407.53	842,699.80	144,193.48	18,150.00	31,554.30	90,064.38	190,963.45		474,925.61	367,774.19
Jonesboro	17,254.98	9,365.48	26,620.46			75.00		1,745.96		1,820.96	24,799.50
Joppa	6,684.68	3,308.83	9,993.51					1,025.22	20.50	1,045.72	8,947.79
Joy	614.07	2,879.48	3,493.55								3,493.55
Junction	553.86	1,362.47	1,916.33					1,336.77		1,336.77	579.56
Junction City	391.94	1,803.27	2,195.21					1,963.70		1,963.70	231.51
Justice	59,065.65	16,046.10	75,111.75								75,111.75
Kampsville	11,930.77	2,593.24	14,524.01	[1]—219.88		525.44		5,770.65		6,076.21	8,447.80
Kane	2,021.20	2,684.84	4,706.04			100.00		2,961.97		3,061.97	1,644.07

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Kangley	6.45	1,528.48	1,534.93								1,534.93
Kankakee	243,018.77	158,377.18	401,395.95	182,657.73		14,037.77		35,775.87		232,471.37	168,924.58
Kansas	6,145.23	4,665.56	10,810.79				1,192.00	3,529.82		4,721.82	6,088.97
Kappa	1,264.29	681.22	1,945.51								1,945.51
Karnak	12,021.61	3,818.33	15,839.94			200.02		264.61		464.63	15,375.31
Kaskaskia	1,383.28	555.29	1,938.57					1,587.32		1,587.32	351.25
Keenes		652.60	652.60					120.77		120.77	531.83
Keensburg	3,593.32	1,505.57	5,098.89					3,352.89	66.96	3,419.85	1,679.04
Keithsburg	9,621.23	5,512.79	15,134.02			238.05		7,872.29		8,110.34	7,023.68
Kell	590.97	1,110.58	1,701.55			71.34		122.08		193.42	1,508.13
Kempton	3,601.17	1,442.60	5,043.77			252.13		2,421.13		2,673.26	2,370.51
Kenilworth	40,285.95	16,939.13	57,225.08	25,561.80		508.00		5,352.30		31,422.10	25,802.98
Kenney	745.22	2,289.85	3,035.07					1,924.97		1,924.97	1,110.10
Kewanee	53,159.31	93,448.60	146,607.91			12,264.96	29,817.38	27,370.62		69,452.96	77,154.95
Keysport	710.08	2,358.54	3,068.62					2,268.66	45.37	2,314.03	754.59
Kilbourne	3,544.36	2,015.05	5,559.41					3,996.76		3,996.76	1,562.65
Kildeer	670.10	990.37	1,660.47								1,660.47
Kincaid	6,173.03	8,838.80	15,011.83	741.49				7,446.31		8,187.80	6,824.03
Kinderhook	3,122.33	1,579.99	4,702.32					268.73	5.37	274.10	4,428.22
Kingston	1,674.63	2,324.21	3,998.84								3,998.84
Kingston Mines	1,067.32	2,146.72	3,214.04			74.00		1,516.00		1,590.00	1,624.04
Kinmundy		4,654.11	4,654.11					2,633.25		2,633.25	2,020.86
Kinsman	272.73	767.09	1,039.82				515.00	122.53		637.53	402.29
Kirkland	6,927.87	5,312.45	12,240.32	11,041.25		1,070.79		[1]—705.40		11,406.64	833.68
Kirkwood	6,157.31	4,413.68	10,570.99			303.22		5,696.78		6,000.00	4,570.99
Knoxville	4,586.32	14,655.01	19,241.33			919.94		13,227.40		14,147.34	5,093.99
Lacon	18,367.65	12,451.02	30,818.67	[1]—267.04		60.57		911.49		705.02	30,113.65
Ladd	5,524.63	7,184.39	12,709.02				9,581.36			9,581.36	3,127.66
LaFayette	304.23	1,539.94	1,844.17			109.07		1,551.94		1,661.01	183.16
LaGrange	172,031.41	87,500.73	259,532.14	103,852.76		4,779.81		41,114.72		149,747.29	109,784.85
LaGrange Park	169,100.20	78,959.60	248,059.80	75,196.37		9,182.14	66,837.80	62,109.93		213,326.24	34,733.56
LaHarpe	5,841.05	7,567.94	13,408.99			532.27		12,337.39		12,869.66	539.33
Lake Barrington	666.24	984.64	1,650.88								1,650.88
Lake Bluff	77,339.08	20,001.81	97,340.89								97,340.89
Lake Forest	12,392.59	61,178.95	73,571.54	9,229.44		1,866.57		30,742.53		41,838.54	31,733.00
Lake in the Hills	9,955.90	11,712.57	21,668.47			477.57		10,696.71		11,174.28	10,494.19
Lakemoor	2,609.22	4,213.32	6,822.54			98.41		2,334.93		2,433.34	4,389.20
Lake Villa	14,824.39	5,169.34	19,993.73			1,185.31		12,485.17		13,670.48	6,323.25
Lakewood	22,391.28	3,635.12	26,026.40	23,208.20		2,338.73				25,546.93	479.47
Lake Zurich	22,116.69	19,795.71	41,912.40	[1]—140.29		1,826.45	1,660.52	15,436.10		18,782.78	23,129.62
LaMoille	4,052.21	3,749.62	7,801.83			173.20		3,321.40		3,494.60	4,307.23
Lanark	14,324.22	8,432.36	22,756.58	21,541.74		2,186.76		[1]—971.92		22,756.58	

Lansing	34,424.51	105,540.26	139,964.77	53,033.12		7,924.21	78,875.65	131.79		139,964.77	
LaPrairie	308.01	658.34	966.35					940.83		940.83	25.52
LaRose	2,282.48	1,099.13	3,381.61								3,381.61
LaSalle		68,105.73	68,105.73	61,958.04		6,147.69				68,105.73	
Latham	891.17	2,226.87	3,118.04			13.48		470.73		484.21	2,633.83
Lawrenceville	32,126.27	32,702.91	64,829.18	5,061.87		1,516.71	916.28	14,563.37		22,058.23	42,770.95
Leaf River	3,684.33	3,125.63	6,809.96	6,848.49		[1]—8.03		[1]—30.50		6,809.96	
Lebanon	4,721.56	16,389.56	21,111.12				9,847.33	5,995.50		15,842.83	5,268.29
Lee	4,882.45	1,305.21	6,187.66			351.85		3,244.39		3,596.24	2,591.42
Leesville		2,575.19	2,575.19								2,575.19
Leland	3,587.57	3,675.20	7,262.77			690.07		6,187.55		6,877.62	385.15
Leland Grove	28,607.99	9,909.30	38,517.29			528.00		5,276.00		5,804.00	32,713.29
Lemont	57,398.72	19,446.51	76,845.23	7,257.50		[1]—344.00				6,913.50	69,931.73
Lena	6,548.58	8,884.59	15,433.17	[1]—1,441.78		874.68		567.10			15,433.17
Lenzburg	2,280.60	2,404.34	4,684.94					2,161.90			2,523.04
Leonore	270.96	1,116.30	1,387.26	529.68		[1]—15.90		200.00		713.78	673.48
Lerna	3,088.97	1,694.49	4,783.46					3,689.95	73.79	3,763.74	1,019.72
LeRoy	13,627.27	11,953.00	25,580.27	15,920.00		286.18		5,378.80		21,584.98	3,995.29
Lewistown	1,475.00	14,901.17	16,376.17				11,312.64			11,312.64	5,063.53
Lexington	11,238.23	7,121.43	18,359.66			743.14		5,735.18		6,478.32	11,881.34
Liberty, Adams	2,552.42	1,946.36	4,498.78								4,498.78
Liberty, White	94.24	675.50	769.74					364.81		364.81	404.93
Libertyville	51,878.47	49,002.69	100,881.16	16,784.63			23,890.14	13,204.97		53,879.74	47,001.42
Lilly Lake	129.71		129.71								129.71
Lima	1,006.80	915.95	1,922.75			[1]—10.00		1,466.15	29.12	1,485.27	437.48
Lincoln	65,521.49	96,688.73	162,210.22	12,400.25		1,553.45		29,350.30		43,304.00	118,906.22
Lincolnshire	3,307.95	3,177.15	6,485.10			421.88		4,838.55		5,260.43	1,224.67
Lincolnwood	132,572.99	67,229.87	199,802.86	80,411.56		1,485.63				81,897.19	117,905.67
Lindenhurst	7,922.68	7,207.28	15,129.96			392.00		4,108.00		4,500.00	10,629.96
Lisbon	1,618.55	1,339.56	2,958.11								2,958.11
Lisle	44,106.77	24,152.13	68,258.90	22,464.20		2,870.57		28,864.11		54,198.88	14,060.02
Litchfield	80,464.76	41,961.42	122,426.18			1,536.88	8,906.74	24,167.49		34,611.11	87,815.07
Littleton	1,115.91	1,007.56	2,123.47					1,792.42		1,792.42	331.05
Little York	2,273.13	1,883.41	4,156.54			541.69		3,458.31		4,000.00	156.54
Liverpool	224.03	1,053.34	1,277.37					1,186.00		1,186.00	91.37
Livingston	268.26	5,518.53	5,786.79					5,640.89		5,640.89	145.90
Loami	913.31	2,576.07	3,489.38					1,975.96		1,975.96	1,513.42
Lockport	97,558.22	43,278.09	140,836.31	42,002.05		4,803.97		13,916.04		60,722.06	80,114.25
Loda	4,033.05	3,348.91	7,381.96								7,381.96
Lomax	808.37	3,062.66	3,871.03				1,552.50	2,145.41		3,697.91	173.12
Lombard	193,552.46	134,518.28	328,070.74	72,720.57		6,859.65	55,205.66	124,923.17		259,709.05	68,361.69
London Mills	7,684.24	3,532.10	11,216.34			351.35		7,026.90		7,378.25	3,838.09
Long Grove	1,164.06	4,436.58	5,600.64			443.36		2,428.46		2,871.82	2,728.82
Long Point	1,259.97	1,757.44	3,017.41								3,017.41
Long View	1,736.11	1,545.64	3,281.75					2,726.54		2,726.54	555.21
Loraine	966.15	1,734.56	2,700.71					2,574.37	51.48	2,625.85	74.86
Lostant	3,315.54	2,633.32	5,948.86			411.11		3,719.21		4,130.32	1,818.54
Louisville	2,747.23	5,186.51	7,933.74			598.45		6,732.53		7,330.98	602.76
Loves Park	55,609.06	52,013.84	107,622.90	26,308.19		2,590.73		4,923.00		33,821.92	73,800.98
Lovington	8,851.41	6,869.54	15,720.95					2,162.60	43.25	2,205.85	13,515.10
Ludlow	1,296.78	2,633.31	3,930.09					500.00	10.00	510.00	3,420.09
Lyndon	5,069.30	3,875.57	8,944.87	2,829.18		493.74		2,077.12		5,400.04	3,544.83
Lynnville	805.36	555.29	1,360.65					1,112.17		1,112.17	248.48

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Lyons	67,203.25	56,879.77	124,083.02	21,996.90		4,655.34	31,217.71	17,062.82		74,932.77	49,150.25
Macedonia	96.62	549.58	646.20					581.69		581.69	64.51
Mackinaw	11,694.01	6,657.72	18,351.73			32.98		2,044.24		2,077.22	16,274.51
Macomb	64,203.60	69,468.18	133,671.78			2.86	19,624.75	8,233.09		27,860.70	105,811.08
Macon	3,044.44	7,035.57	10,080.01					8,495.75		8,495.75	1,584.26
Madison	50,480.34	39,276.56	89,756.90	19,172.55		2,054.04	11,880.00			33,106.59	56,650.31
Maeystown	1,730.01	904.49	2,634.50			31.66		589.35		621.01	2,013.49
Magnolia	3,441.67	1,402.53	4,844.20								4,844.20
Mahomet	3,013.12	7,825.54	10,838.66								10,838.66
Makanda	5,030.32	938.83	5,969.15					2,325.94		2,325.94	3,643.21
Malden	3,686.64	1,476.95	5,163.59	1,388.50		61.78		249.47		1,699.75	3,463.84
Malta	3,217.39	4,476.65	7,694.04			332.59		6,155.63		6,488.22	1,205.82
Manchester	2,905.03	1,614.35	4,519.38					3,034.01		3,034.01	1,485.37
Manhattan	22,341.29	6,394.37	28,735.66			410.38		9,851.15		10,261.53	18,474.13
Manito	2,295.51	6,256.98	8,552.49					638.30		638.30	7,914.19
Manlius	572.18	2,141.00	2,713.18								2,713.18
Mansfield	1,234.43	4,253.38	5,487.81			210.70		4,214.00		4,424.70	1,063.11
Manteno	13,279.92	12,737.27	26,017.19	8,808.14		1,525.07		10,306.33		20,639.54	5,377.65
Maple Park	6,380.92	3,388.97	9,769.89			93.61		791.45		885.06	8,884.83
Mapleton	2,093.89	1,768.92	3,862.81			175.80		1,923.98		2,099.78	1,763.03
Maquon	3,877.32	2,209.71	6,087.03								6,087.03
Marengo	7,123.35	20,425.42	27,548.77	[1]—39.00		609.99	1,669.12	13,728.11		15,968.22	11,580.55
Marietta	218.65	1,150.64	1,369.29					1,216.90		1,216.90	152.39
Marine		4,654.12	4,654.12					434.57		434.57	4,219.55
Marion	77,312.62	64,539.29	141,851.91	113,004.78		6,877.72		12,982.34		132,864.84	8,987.07
Marissa	3,925.78	9,857.79	13,783.57					6,647.55		6,647.55	7,136.02
Mark	2,457.75	2,547.45	5,005.20	1,540.73		251.13		1,682.44		3,474.30	1,530.90
Markham	92,349.62	67,000.88	159,350.50	73,443.98		1,655.90		34,890.73		109,990.61	49,359.89
Maroa	1,973.87	7,069.90	9,043.77	2,910.36		381.68		1,219.91		4,511.95	4,531.82
Marquette Heights	11,833.99	14,408.86	26,242.85			[1]—584.75		4,483.40		3,898.65	22,344.20
Marseilles	19,164.23	24,884.91	44,049.14	25,721.30		3,293.18		9,365.12		38,379.60	5,669.54
Marshall	10,169.13	18,719.50	28,888.63				11,000.04	6,319.40		17,319.44	11,569.19
Martinsville	6,995.24	7,733.95	14,729.19			[1]—1,335.84		8,400.00		7,064.16	7,665.03
Martinton	1,925.29	1,797.54	3,722.83								3,722.83
Maryville	4,894.34	3,864.10	8,758.44			222.28		4,238.90	91.04	4,552.22	4,206.22
Mascoutah	7,877.11	20,751.72	28,628.83			350.00	770.65	17,875.84		18,996.49	9,632.34
Mason	555.73	1,900.57	2,456.30					1,957.36		1,957.36	498.94
Mason City	10,483.30	12,365.17	22,848.47					8,613.28		8,613.28	14,235.19
Mathersville	615.86	3,503.48	4,119.34			47.23		1,142.40	23.79	1,213.42	2,905.92
Matteson	29,503.91	18,461.89	47,965.80				25,666.25			25,666.25	22,299.55
Mattoon	133,502.35	109,271.43	242,773.78	109,949.95	420.00	8,594.75		27,496.97		146,461.67	96,312.11
Maunie	1,284.90	2,078.06	3,362.96					1,175.51	47.02	1,222.53	2,140.43

Maywood	155,876.02	156,453.70	312,329.72	99.94		15.68				115.62	312,214.10
Mazon	4,985.89	3,909.91	8,895.80	8,205.94		689.86				8,895.80	
McCook	15,648.64	2,524.55	18,173.19	[1]—410.25		[1]—5.48		3,890.18		3,474.45	14,698.74
McCullom Lake	1,212.38	4,344.98	5,557.36								5,557.36
McHenry	33,439.80	19,097.32	52,537.12	41,712.66		4,322.14				46,034.80	6,502.32
McLean	2,649.98	4,339.24	6,989.22	1,353.45		325.11		1,576.41		3,254.97	3,734.25
McLeansboro	24,323.96	16,893.35	41,217.31			254.96	5,447.42	5,099.21		10,801.59	30,415.72
McNabb	1,471.67	1,007.55	2,479.22	2,328.65		150.57				2,479.22	
Mechanicsburg	6,571.53	2,450.12	9,021.65					4,639.37		4,639.37	4,382.28
Media	508.46	944.57	1,453.03								1,453.03
Medora	565.53	2,558.91	3,124.44					2,304.21		2,304.21	820.23
Melrose Park	203,441.94	127,607.36	331,049.30	189,142.94		12,898.20	66,911.90	30,477.56		299,430.60	31,618.70
Melvin	4,197.12	3,200.05	7,397.17			621.80		5,788.67		6,410.47	986.70
Mendon	6,461.24	4,488.09	10,949.33								10,949.33
Mendota	10,898.56	35,229.29	46,127.85	24,314.53		3,200.00	18,613.32			46,127.85	
Menominee	949.97	1,093.41	2,043.38								2,043.38
Meredosia	522.59	5,919.26	6,441.85					6,016.16		6,016.16	425.69
Merrionette Park	3,463.29	13,475.73	16,939.02			48.10	6,050.00	1,228.86		7,326.96	9,612.06
Metamora	7,961.30	10,350.09	18,311.39	6,723.30		889.41	6,900.10			14,512.81	3,798.58
Metcalf	320.81	1,591.45	1,912.26					190.49		190.49	1,721.77
Metropolis	14,017.05	42,012.94	56,029.99			2,215.56	11,937.14	30,162.52		44,315.22	11,714.77
Mettawa	800.84	698.41	1,499.25								1,499.25
Middlebury	201.54	1,236.52	1,438.06					1,319.00		1,319.00	119.06
Middletown	2,190.20	3,108.48	5,298.68			92.75		[1]—92.75			5,298.68
Midlothian	43,493.73	39,904.32	83,398.05			749.89		12,603.09		13,352.98	70,045.07
Milan	11,563.87	17,545.96	29,109.83			571.16				571.16	28,538.67
Milford	14,353.63	9,726.12	24,079.75			629.71	4,105.00	7,342.31		12,077.02	12,002.73
Mill Creek	2,187.47	583.91	2,771.38								2,771.38
Milledgeville	3,761.45	6,915.33	10,676.78			672.14		8,055.33		8,727.47	1,949.31
Millington	835.42	1,768.91	2,604.33					682.57		682.57	1,921.76
Mill Shoals	512.51	1,843.32	2,355.83					1,866.12		1,866.12	489.71
Millstadt	7,771.42	10,476.06	18,247.48					7,954.35		7,954.35	10,293.13
Milton	5,013.02	1,768.92	6,781.94					3,547.92		3,547.92	3,234.02
Mineral	1,322.76	1,889.12	3,211.88			259.85		1,940.10		2,199.95	1,011.93
Minier	5,441.35	4,848.74	10,290.09								10,290.09
Minonk	7,925.53	11,454.96	19,380.49			512.18		7,318.70		7,830.88	11,549.61
Minooka	6,027.84	3,085.57	9,113.41								9,113.41
Modesto	2,060.63	1,305.21	3,365.84					2,003.79		2,003.79	1,362.05
Mokena	10,765.13	7,625.17	18,390.30	14,247.50						14,247.50	4,142.80
Moline	95,742.08	244,469.65	340,211.73	99,062.26	1,275.00	143.55	12,000.00			112,480.81	227,730.92
Momence	11,988.62	16,881.89	28,870.51			983.51	6,275.00	10,910.94		18,169.45	10,701.06
Monee	10,344.41	3,698.10	14,042.51								14,042.51
Monmouth	65,500.83	59,375.69	124,876.52			514.54		13,721.18		14,235.72	110,640.80
Monsanto	19,002.01	1,854.78	20,856.79								20,856.79
Montgomery	27,425.29	12,147.61	39,572.90	[1]—50.70		1,815.66		4,245.00		6,009.96	33,562.94
Monticello	25,315.41	18,427.54	43,742.95	42,886.25						42,886.25	856.70
Montrose	2,371.98	1,831.88	4,203.86					967.08		967.08	3,236.78
Morris	9,670.21	45,424.82	55,095.03	10,083.23		1,786.27		9,527.90		21,397.40	33,697.63
Morrison	15,049.80	23,808.66	38,858.46				16,312.50			16,312.50	22,545.96
Morrisonville	3,633.16	6,463.11	10,096.27					3,915.08		3,915.08	6,181.19
Morton	10,896.97	30,483.56	41,380.53				41,380.53			41,380.53	

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for: Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous	Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
Morton Grove	241,149.25	117,543.50	358,692.75	129,892.38	10,471.20	11,272.00	21,506.71			173,142.29	185,550.46
Mound City	47,519.05	9,554.39	57,073.44	48,280.05	50.00	5,615.70				53,945.75	3,127.69
Mound Station	1,290.96	1,167.80	2,458.76					1,834.40		1,834.40	624.36
Mounds	21,961.97	10,504.69	32,466.66					4,546.48		4,546.48	27,920.18
Mount Clare	5,278.62	1,831.88	7,110.50					1,406.95		1,406.95	5,703.55
Mount Prospect	19,088.75	108,229.55	127,318.30	106,398.07		11,248.23	9,672.00			127,318.30	
Moweaqua	2,412.14	9,239.53	11,651.67					5,633.12		5,633.12	6,018.55
Mt. Auburn	919.35	2,873.73	3,793.08					1,953.00		1,953.00	1,840.08
Mt Carmel	19,202.98	49,197.32	68,400.30			1,257.15	28,724.50	18,126.49		48,108.14	20,292.16
Mt Carroll	3,128.66	11,769.82	14,898.48	2,922.15		995.58		10,980.75		14,898.48	
Mt. Erie	664.78	767.10	1,431.88					793.42		793.42	638.46
Mt. Morris	22,255.73	17,603.19	39,858.92			272.50	12,997.50	3,027.70		16,297.70	23,561.22
Mt. Olive	1,504.88	13,137.98	14,642.86					10,741.44		10,741.44	3,901.42
Mt. Pulaski	14,301.72	9,668.88	23,970.60					7,707.42		7,707.42	16,263.18
Mt. Sterling	20,579.33	12,949.10	33,528.43					3,654.77		3,654.77	29,873.66
Mt. Vernon	24,788.55	89,109.34	113,897.89	[1]—2,249.31		[1]—250.69	7,500.00	40,908.86		45,908.86	67,989.03
Mt. Zion	1,040.64	5,295.26	6,335.90					4,993.80		4,993.80	1,342.10
Muddy	490.32	543.84	1,034.16					983.31		983.31	50.85
Mulberry Grove	4,091.02	4,264.85	8,355.87					4,543.06		4,543.06	3,812.81
Muncie	1,761.86	1,116.30	2,878.16					2,551.62		2,551.62	326.54
Mundelein	42,027.29	66,142.19	108,169.48	59,889.73		195.64		39,161.23		99,246.60	8,922.88
Murphysboro	20,137.95	49,649.58	69,787.53			648.74		9,440.66		10,089.40	59,698.13
Murrayville	1,413.91	2,530.29	3,944.20								3,944.20
Naperville	49,370.27	74,036.44	123,406.71	100,587.73		6,300.00				106,887.73	16,518.98
Naplate	8,597.84	4,224.76	12,822.60	12,122.60		700.00				12,822.60	
Naples	1,618.65	526.68	2,145.33					458.45		458.45	1,686.88
Nashville	35,316.13	14,918.36	50,234.49	37,609.74		2,600.40		4,705.39		44,915.53	5,318.96
Nason	7.98	1,076.24	1,084.22					1,054.00		1,054.00	30.22
National City	6,787.23	669.78	7,457.01			[1]—13.17		13.17		[1]—.00	7,457.01
Nauvoo	938.38	5,947.88	6,886.26			343.32		5,216.15		5,559.47	1,326.79
Nebo	4,513.28	2,524.56	7,037.84					4,631.56		4,631.56	2,406.28
Nelson	11,255.04	1,620.08	12,875.12			157.00		1,605.00		1,762.00	11,113.12
Neoga	1,914.36	6,554.68	8,469.04			286.18		5,987.17		6,273.35	2,195.69
Neponset	2,595.53	2,833.69	5,429.22			400.34		3,033.93		3,434.27	1,994.95
Newark	1,660.85	2,799.35	4,460.20			266.00		4,031.20		4,297.20	163.00
New Athens	28,972.69	11,008.43	39,981.12			300.00		11,872.45		12,172.45	27,808.67
New Baden	13,019.09	8,380.84	21,399.93			719.14		4,956.42		5,675.56	15,724.37
New Bedford	6,222.20	950.29	7,172.49	7,172.49						7,172.49	
New Berlin	6,447.96	3,589.32	10,037.28			441.24		8,110.66		8,551.90	1,485.38
New Boston	14,248.26	4,156.06	18,404.32			695.97		11,272.61		11,968.58	6,435.74
New Burnside	2,197.71	1,299.48	3,497.19					2,109.44	43.05	2,152.49	1,344.70
New Canton	3,343.54	2,570.36	5,913.90					3,870.14		3,870.14	2,043.76

New Douglas	700.94	2,100.93	2,801.87				1,700.00	994.84		2,694.84	107.0$_{5}$
New Grand Chain	5,889.38	1,614.32	7,503.70					4,597.35		4,597.35	2,906.3$_{9}$
New Haven	19,166.94	3,675.21	22,842.15	4,190.50		1,095.45		8,689.11		13,975.06	8,867.0$_{7}$
New Holland	1,796.68	1,797.53	3,594.21					413.04		413.04	3,181.1$_{8}$
New Lenox	12,211.40	10,018.08	22,229.48	259.05		547.04		18,576.91		19,383.00	2,846.4$_{7}$
Newman	27,357.27	6,279.89	33,637.16	24,483.20		4,140.69				28,623.89	5,013.2$_{7}$
New Minden	1,767.16	950.28	2,717.44					1,064.57		1,064.57	1,652.8$_{7}$
New Salem	1,583.35	984.62	2,567.97					1,920.40		1,920.40	647.5$_{7}$
Newton	16,329.55	16,607.11	32,936.66			479.62		10,953.69		11,433.31	21,503.3$_{5}$
Niantic	1,146.89	3,600.76	4,747.65					3,337.83		3,337.83	1,409.8$_{2}$
Niles	211,229.14	125,922.82	337,151.96				3,250.00			3,250.00	333,901.9$_{6}$
Nilwood	978.14	1,568.54	2,546.68					1,746.20		1,746.20	800.4$_{8}$
Noble	407.36	4,356.42	4,763.78					1,434.04		1,434.04	3,329.7$_{4}$
Nokomis	8,691.58	14,174.15	22,865.73	503.41		2,769.29		7,417.00		10,689.70	12,176.0$_{3}$
Nora	1,468.33	1,310.94	2,779.27					2,327.10		2,327.10	452.1$_{7}$
Normal	8,589.26	76,463.67	85,052.93	51,215.36		16,757.69		3,245.67		71,218.72	13,834.2$_{1}$
Norridge	75,518.75	80,642.64	156,161.39	113,461.25		1,685.37	17,951.77			133,098.39	23,063.0$_{0}$
Norris	290.64	1,757.44	2,048.08			90.48		1,809.52		1,900.00	148.0$_{8}$
Norris City	3,399.98	7,115.68	10,515.66			548.50		5,946.78	129.91	6,625.19	3,890.4$_{7}$
North Aurora	19,011.42	12,877.55	31,888.97			506.47		6,949.35		7,455.82	24,433.1$_{5}$
North Barrington	2,934.44	4,407.96	7,342.40			20.00		2,867.75		2,887.75	4,454.6$_{5}$
North Chicago	102,438.08	234,839.88	337,277.96	125,325.96		16,689.28	23,204.24	61,699.18		226,918.66	110,359.3$_{0}$
North Chillicothe	12,316.96	12,931.90	25,248.86			267.45	6,065.00	4,233.98	211.33	10,777.76	14,471.1$_{0}$
North City	3,170.97	2,072.31	5,243.28								5,243.2$_{8}$
Northlake	25,311.35	70,515.80	95,827.15	[1]—78.80		[1]—1,123.09	58,438.32	[1]—288.27		56,948.16	38,878.9$_{9}$
North Pekin	16,128.71	11,592.33	27,721.04			366.13	9,300.00	2,718.95		12,385.08	15,335.9$_{6}$
North Riverside	18,212.06	45,733.94	63,946.00	15,417.98		1,354.34				16,772.32	47,173.6$_{8}$
North Utica	9,947.81	5,804.75	15,752.56	7,940.70		990.86		2,468.57		11,400.13	4,352.4$_{3}$
Northbrook	94,428.67	66,605.88	161,034.55	24,115.60		2,117.51	25,000.00			51,233.11	109,801.4$_{4}$
Northfield	50,553.36	22,927.08	73,480.44	3,021.11		302.11				3,323.22	70,157.2$_{2}$
North Henderson	895.86	1,202.19	2,098.05								2,098.0$_{5}$
Norwood	4,841.29	3,583.60	8,424.89			192.01		2,732.36		2,924.37	5,500.5$_{2}$
Oakbrook Terrace	13,875.33	6,417.30	20,292.63			925.64		11,720.50		12,646.14	7,646.4$_{9}$
Oakford	4,979.91	1,723.12	6,703.03					4,211.30		4,211.30	2,491.7$_{3}$
Oak Forest	86,161.37	25,489.03	111,650.40				90,256.77			90,256.77	21,393.6$_{3}$
Oak Grove	3,249.66	818.62	4,068.28								4,068.2$_{8}$
Oak Grove Park	3,998.55	1,356.75	5,355.30								5,355.3$_{0}$
Oakland	2,567.02	5,375.42	7,942.44			[1]—45.00		767.40		722.40	7,220.0$_{4}$
Oak Lawn		173,201.52	173,201.52	106.58		748.56	70,375.43			71,230.57	101,970.95
Oak Park	489,100.46	349,733.85	838,834.31	169,870.50			96,960.00	89,117.68		355,948.18	482,886.13
Oakwood	2,327.30	4,928.89	7,256.19					4,964.03		4,964.03	2,292.16
Oakwood Hills	992.87	1,219.34	2,212.21								2,212.21
Oblong	17,243.21	10,401.64	27,644.85					8,598.32	171.97	8,770.29	18,874.56
Oconee	124.68	1,471.21	1,595.89					263.85		263.85	1,332.04
Odell		5,358.24	5,358.24				3,067.68			3,067.68	2,290.56
Odin	649.61	7,109.97	7,759.58					6,530.75		6,530.75	1,228.83
O'Fallon	19,316.08	23,001.50	42,317.58			569.61		9,569.80		10,139.41	32,178.17
Ogden	3,306.27	2,948.17	6,254.44					2,179.29		2,179.29	4,075.15
Oglesby	7,941.20	24,129.27	32,070.47	30,545.92		1,524.55				32,070.47	
Ohio	3,707.63	2,799.36	6,506.99								6,506.99
Ohlman	832.79	1,230.80	2,063.59					1,669.00		1,669.00	394.59
Okawville	35,308.45	5,329.62	40,638.07	27,917.80		3,573.19				31,490.99	9,147.08
Old Marissa	1,245.35	1,242.23	2,487.58								2,487.58
Old Mill Creek	360.12	852.96	1,213.08								1,213.08

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Old Ripley	1,194.89	858.69	2,053.58					796.68		796.68	1,256.90
Old Shawneetown	2,975.47	2,478.77	5,454.24					1,589.24		1,589.24	3,865.00
Olmsted	2,052.34	2,719.19	4,771.53					4,471.91		4,471.91	299.62
Olney	8,679.46	50,262.11	58,941.57	2,273.00		2,562.07	17,882.12	7,300.49		30,017.68	28,923.89
Olympia Fields	4,709.58	8,604.08	13,313.66			523.27		5,891.58		6,414.85	6,898.81
Omaha	3,001.30	1,786.09	4,787.39			174.78		3,495.50		3,670.28	1,117.11
Onarga	33,845.59	7,997.29	41,842.88			819.57		9,121.25		9,940.82	31,902.06
Oneida	3,391.78	3,846.95	7,238.73								7,238.73
Oquawka	3,494.14	6,239.83	9,733.97								9,733.97
Orangeville	4,431.67	2,810.78	7,242.45								7,242.45
Oreana	1,126.77	2,656.21	3,782.98					3,095.66		3,095.66	687.32
Oregon		21,364.29	21,364.29	16,687.08		4,677.21				21,364.29	
Orient	6,649.96	3,366.09	10,016.05			398.59		4,232.79		4,631.38	5,384.67
Orion	22,632.36	7,264.51	29,896.87	14,982.80		247.53		2,765.31		17,995.64	11,901.23
Orland Park	44,599.86	14,838.18	59,438.04	38,816.27		1,630.77		18,991.00		59,438.04	
Oswego	10,879.16	8,644.15	19,523.31			1,093.14		13,421.63		14,514.77	5,008.54
Ottawa	200,795.45	111,103.30	311,898.75	39,618.89		14,557.18	237,203.77	20,518.91		311,898.75	
Otterville	567.64	801.46	1,369.10			66.64		943.01		1,009.65	359.45
Owaneco	2,003.39	1,660.15	3,663.54								3,663.54
Palatine	6,689.53	67,821.96	74,511.49	199.55		670.48		141.97		1,012.00	73,499.49
Palestine	1,579.43	8,953.29	10,532.72			432.36	2,240.00	5,754.74		8,427.10	2,105.62
Palmer	1,987.30	1,517.03	3,504.33					1,877.61		1,877.61	1,626.72
Palmyra	128.62	4,642.66	4,771.28			217.29		4,345.85		4,563.14	208.14
Palos Heights	7,826.16	21,610.42	29,436.58			3,276.07		12,372.00		15,648.07	13,788.51
Palos Hills	30,175.07	21,558.90	51,733.97			1,455.33		24,678.50		26,133.83	25,600.14
Palos Park	33,195.66	12,416.69	45,612.35								45,612.35
Pana	53,028.26	36,820.71	89,848.97	71,425.50	[1]—6,566.21	1,777.11		5,376.77		72,013.17	17,835.80
Panama	69.28	2,787.87	2,857.15					2,800.00	56.00	2,856.00	1.15
Panola		246.15	246.15					237.36		237.36	8.79
Papineau	574.97	967.46	1,542.43			15.34		191.76		207.10	1,335.33
Paris	106,811.74	56,232.90	163,044.64	69.95		1,364.47		39,320.84		40,755.26	122,289.38
Parkersburg	1,385.81	1,448.33	2,834.14								2,834.14
Park City	19,987.55	8,060.25	28,047.80			579.96		7,860.63		8,440.59	19,607.21
Park Forest	114,722.53	171,698.35	286,420.88	198,031.48		5,690.50		56,562.42		260,284.40	26,136.48
Park Ridge	152,670.11	197,989.28	350,659.39	123,054.98		7,753.17	48,475.00			179,283.15	171,376.24
Patoka	7,043.10	3,440.48	10,483.58					7,437.40		7,437.40	3,046.18
Pawnee	9,339.95	8,684.23	18,024.18					12,551.81		12,551.81	5,472.37
Paw Paw	16,915.71	4,150.35	21,066.06			362.70		3,715.07		4,077.77	16,988.29
Paxton	25,017.68	25,016.56	50,034.24	36.64		1,164.78		16,206.72		17,408.14	32,626.10
Payson	162.94	2,873.73	3,036.67					2,841.10		2,841.10	195.57
Pearl	2,349.09	1,992.17	4,341.26					1,557.55	31.15	1,588.70	2,752.56

Pearl City	10,188.09	2,793.61	12,981.70								12,981.70
Pecatonica	22,525.44	9,497.15	32,022.59	[1]—511.41		8.34		503.07		[1]—.00	32,022.59
Pekin	21,597.20	161,124.99	182,722.19			[1]—1,503.47	81,868.22	42,854.96		123,219.71	59,502.48
Peoria	582,869.13	590,562.66	1,173,431.79				586,708.97	90,000.00		676,708.97	496,722.82
Peoria Heights	44,972.37	40,438.68	85,411.05	3,998.75		957.63	16,532.37	11,564.19		33,052.94	52,358.11
Peotone	15,770.11	10,235.62	26,005.73	[1]—660.20		1,094.42		3,220.55		3,654.77	22,350.96
Percy	600.26	4,636.93	5,237.19								5,237.19
Perry	3,371.15	2,530.28	5,901.43					4,003.37		4,003.37	1,898.06
Peru	41,420.41	59,879.46	101,299.87	22,834.18		2,765.17	23,850.00	3,924.94		53,374.29	47,925.58
Pesotum	1,846.33	2,679.12	4,525.45								4,525.45
Petersburg	17,820.48	13,504.35	31,324.83					5,969.66		5,969.66	25,355.17
Phillipstown	7,084.58	394.98	7,479.56								7,479.56
Philo	1,468.78	4,236.21	5,704.99					4,738.57		4,738.57	966.42
Phoenix	34,139.89	24,060.57	58,200.46	4,821.25		5,901.44		5,424.85		16,147.54	42,052.92
Pierron	2,351.58	2,581.80	4,933.38					1,849.00	36.98	1,885.98	3,047.40
Pinckneyville	35,793.95	17,660.44	53,454.39	40,000.00				10,659.60		50,659.60	2,794.79
Pingree Grove	3,937.05	990.37	4,927.42					1,200.00		1,200.00	3,727.42
Piper City	12,415.25	4,619.75	17,035.00	[1]—1,382.56		547.80		7,290.65		6,455.89	10,579.11
Pittsburg	1,712.20	2,776.45	4,488.65			210.00		3,410.63	72.41	3,693.04	795.61
Pittsfield	27,660.81	23,407.96	51,068.77	198.25		2,545.23		14,483.55		17,227.03	33,841.74
Plainfield	6,154.05	12,496.84	18,650.89								18,650.89
Plainville	4,798.03	1,299.47	6,097.50					1,695.75		1,695.75	4,401.75
Plano	29,683.95	19,137.38	48,821.33			190.80		1,391.77	15.82	1,598.39	47,222.94
Pleasant Hill	6,576.91	5,438.39	12,015.30				1,444.63	6,155.17	123.10	7,722.90	4,292.40
Pleasant Plains	3,060.10	2,965.35	6,025.45					3,613.19		3,613.19	2,412.26
Plymouth	3,943.45	4,470.99	8,414.44			403.89		7,635.56		8,039.45	374.99
Pocahontas	5,064.13	4,110.27	9,174.40			584.41		6,786.95		7,371.36	1,803.04
Polo	23,831.70	14,603.50	38,435.20	22,840.85		[1]—249.46	7,130.00			29,721.39	8,713.81
Pontiac	6,254.71	57,641.13	63,895.84	3,840.59		6,558.64		9,146.22		19,545.45	44,350.39
Pontoosuc	114.47	1,202.18	1,316.65					1,173.45		1,173.45	143.20
Poplar Grove	2,772.32	2,633.31	5,405.63								5,405.63
Port Byron	21,076.00	6,600.47	27,676.47			598.14		6,094.06		6,692.20	20,984.27
Posen	23,302.92	25,858.11	49,161.03			20,000.00				20,000.00	29,161.03
Potomac		3,783.97	3,783.97			624.75		285.70	18.21	928.66	2,855.31
Prairie City	772.75	3,509.19	4,281.94			272.70		3,244.99		3,517.69	764.25
Prairie du Rocher	12,961.54	3,887.01	16,848.55					6,338.53		6,338.53	10,510.02
Princeton	20,351.04	35,778.84	56,129.88	28,432.69		1,709.97		3,388.36		33,531.02	22,509.86
Princeville	231.02	7,333.23	7,564.25	3,871.78		371.00		3,321.47		7,564.25	
Prophetstown	7,315.45	10,315.77	17,631.22								17,631.22
Pulaski	3,338.18	2,375.71	5,713.89					1,584.37		1,584.37	4,129.52
Quincy	150,052.29	257,235.55	407,287.84	141,280.08	35,804.00	8,712.97	8,000.00	1,542.27		195,339.32	211,948.52
Radom	3,523.10	784.29	4,307.39			18.66		1,285.58		1,304.24	3,003.15
Raleigh	682.33	1,288.03	1,970.36					438.20		438.20	1,532.16
Ramsey	5,806.75	4,665.56	10,472.31					4,555.10		4,555.10	5,917.21
Rankin	15,570.68	4,356.43	19,927.11			402.50	9,418.03	4,293.88		14,114.41	5,812.70
Ransom	1,148.82	2,375.71	3,524.53								3,524.53
Rantoul	61,840.70	126,605.57	188,446.27	102,767.94		16,379.72	26,875.00	28,293.26		174,315.92	14,130.35
Rapids City	1,742.40	3,864.10	5,606.50			245.92		3,850.37		4,096.29	1,510.21
Raritan	2,403.99	1,041.87	3,445.86								3,445.86
Raymond	6,617.52	4,986.13	11,603.65			462.50		3,934.56		4,397.06	7,206.59
Red Bud	17,595.57	11,117.20	28,712.77	4,087.00		408.70				4,495.70	24,217.07
Reddick	777.53	1,173.55	1,951.08	1,665.90		107.35				1,773.25	177.83
Redmon	915.01	1,001.80	1,916.81			[1]—46.00		1,597.80		1,551.80	365.01
Reynolds	2,972.86	2,827.96	5,800.82			653.51		912.69		1,566.20	4,234.62

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers[2] Fees and Miscellaneous		
Richmond	400.29	4,894.53	5,294.82			268.05		3,981.85		4,249.90	1,044.92
Richton Park	2,789.31	5,341.05	8,130.36			429.08		6,113.60		6,542.68	1,587.68
Richview	965.50	1,459.80	2,425.30					1,255.16		1,255.16	1,170.14
Ridge Farm	5,639.81	5,117.81	10,757.6					6,507.35	130.15	6,637.50	4,120.12
Ridgway	1,131.97	6,039.49	7,171.46			97.66	4,800.00	1,078.94		5,976.60	1,194.86
Ridott	443.18	1,265.15	1,708.33								1,708.33
Rio	642.05	1,013.25	1,655.30					1,600.00		1,600.00	55.30
Ripley	360.07	955.99	1,316.06					293.34		293.34	1,022.72
Riverdale		68,741.14	68,741.14	56,820.77		5,766.97		6,153.40		68,741.14	
River Forest	113,793.71	72,673.97	186,467.68	15,049.60		[1]—2.13				15,047.47	171,420.21
River Grove	42,366.73	48,453.14	90,819.87	10,000.00		250.00	23,200.00	7,720.59		41,170.59	49,649.28
Riverside	58,550.97	55,815.00	114,365.97					26,000.00		26,000.00	88,365.97
Riverton	13,960.08	9,107.88	23,067.96					2,685.14		2,685.14	20,382.82
Riverwoods	863.01	3,995.78	4,858.79			60.00		4,431.96		4,491.96	366.83
Roanoke	10,621.20	10,424.53	21,045.73			525.17	5,623.67	4,652.03		10,800.87	10,244.86
Robbins	94,223.29	42,997.57	137,220.86			617.00		6,761.12		7,378.12	129,842.74
Roberts	2,668.25	2,885.20	5,553.45			416.12	1,480.00	3,498.45		5,394.57	158.88
Robinson	12,705.29	41,366.06	54,071.35			1,267.83	16,602.06	18,718.45		36,588.34	17,483.01
Rochelle	61,006.90	40,118.11	101,125.01	333.02		789.44	42,125.00			43,247.46	57,877.55
Rochester	11,834.30	4,247.65	16,081.95					2,670.41		2,670.41	13,411.54
Rockbridge	1,633.37	1,448.33	3,081.70			100.00		2,250.58		2,350.58	731.12
Rock City	317.62	1,156.37	1,473.99								1,473.99
Rockdale		7,281.72	7,281.72	3,611.44		2,631.58			126.11	6,369.13	912.59
Rock Falls	84,973.70	58,740.27	143,713.97	36,646.92		3,169.25	15,991.48	3,152.05		58,959.70	84,754.27
Rockford		733,179.99	733,179.99	16,102.32	82,554.98	41,672.03	141,893.19	101,513.34		383,735.86	349,444.13
Rock Island	124,989.94	296,895.67	421,885.61	14,705.74	6,008.50	8,462.88	183,319.51	114,769.50		327,266.13	94,619.48
Rockton	27,926.21	10,493.22	38,419.43								38,419.43
Rockwood	12,442.18	561.01	13,003.19					1,232.50		1,232.50	11,770.69
Rolling Meadows	58,100.24	62,278.06	120,378.30	65,319.75		14,113.23		2,923.19		82,356.17	38,022.13
Rome	2,820.25	1,036.16	3,856.41					2,233.54	44.67	2,278.21	1,578.20
Romeoville	5,446.97	20,459.77	25,906.74								25,906.74
Roodhouse	15,448.13	13,464.30	28,912.43			769.66	5,199.96	11,915.50		17,885.12	11,027.31
Rose Hill	156.80	669.76	826.56								826.56
Roselle	10,294.96	20,499.85	30,794.81	1,962.67		1,471.03		15,706.13		19,139.83	11,654.98
Rosemont	25,274.69	5,598.66	30,873.35								30,873.35
Roseville	3,461.30	6,096.71	9,558.01			299.59		5,810.45		6,110.04	3,447.97
Rosiclare	11,318.67	9,731.85	21,050.52	8,263.31		1,675.00		1,803.82		11,742.13	9,308.39
Rossville	1,418.69	8,415.17	9,833.86	4,258.40		425.84		3,610.14		8,294.38	1,539.48
Round Lake	3,422.73	5,707.43	9,130.16	2,213.25		856.84		[1]—28.41		3,041.68	6,088.48
Round Lake Beach	26,634.89	28,686.04	55,320.93	[1]—953.00		906.95		19,961.56		19,915.51	35,405.42
Round Lake Heights	9,263.78	6,291.37	15,555.15			1,008.84		11,797.02		12,805.86	2,749.29
Round Lake Park	40,782.81	14,683.63	55,466.44			1,567.32		9,489.82		11,057.14	44,409.30

Roxana	1,796.36	11,964.45	13,760.81				6,064.77		121.30	6,186.07	7,574.74
Royal	1,432.93	978.91	2,411.84					1,054.10		1,054.10	1,357.74
Royalton	2,873.80	7,012.65	9,886.45			322.67		6,712.81	143.57	7,179.05	2,707.40
Ruma	962.48	790.01	1,752.49								1,752.49
Rushville	30,583.72	16,137.70	46,721.42			443.12		7,052.16		7,495.28	39,226.14
Russellville	1,625.49	1,127.74	2,753.23								2,753.23
Rutland	9,616.81	2,913.83	12,530.64			499.03		4,707.83		5,206.86	7,323.78
Sadorus	141.82	2,198.23	2,340.05					1,739.85	34.79	1,774.64	565.41
Sailor Springs	2,316.28	1,070.52	3,386.80					3,045.10		3,045.10	341.70
Salem	63,973.72	35,292.24	99,265.96	61,677.06		6,096.14	12,370.00			80,143.20	19,122.76
Sandoval	10,074.11	7,762.58	17,836.69					7,619.27		7,619.27	10,217.42
Sandwich	12,044.17	21,993.97	34,038.14								34,038.14
San Jose	11,570.34	6,257.00	17,827.34								17,827.34
Sauk Village	36,844.63	33,053.91	69,898.54			5,233.15		14,280.42		19,513.57	50,384.97
Saunemin	296.96	2,244.06	2,541.02			33.05	1,120.00	728.49		1,881.54	659.48
Savanna	15,636.12	28,336.84	43,972.96				15,785.00			15,785.00	28,187.96
Savoy	6,514.82	1,940.64	8,455.46	7,492.18						7,492.18	963.28
Sawyerville	4,150.53	2,072.30	6,222.83					4,232.12		4,232.12	1,990.71
Saybrook	3,709.68	4,917.45	8,627.13	1,968.97		50.19		354.80		2,373.96	6,253.17
Scales Mound	2,516.81	2,284.11	4,800.92								4,800.92
Schaumburg	8,558.44	10,176.00	18,734.44								18,734.44
Schiller Park	44,378.35	32,555.89	76,934.24				15,687.50			15,687.50	61,246.74
Schram City	6,397.09	3,995.79	10,392.88			75.00		4,722.42		4,797.42	5,595.46
Sciota	119.45	686.95	806.40					717.50		717.50	88.90
Scottville	928.76	1,064.78	1,993.54								1,993.54
Seaton	3,742.78	1,345.30	5,088.08					4,057.04		4,057.04	1,031.04
Seatonville	2,806.84	2,078.05	4,884.89								4,884.89
Secor	1,060.85	2,444.42	3,505.27			173.60	758.75			932.35	2,572.92
Seneca	9,849.16	9,840.63	19,689.79			1,000.00	2,192.50			3,192.50	16,497.29
Sesser	3,670.93	10,098.21	13,769.14			385.07	1,551.87	11,088.15		13,025.09	744.05
Shabbona	4,230.68	3,949.99	8,180.67								8,180.67
Shannon	7,983.19	4,385.06	12,368.25	11,198.60						11,198.60	1,169.65
Shawneetown	16,760.83	8,008.74	24,769.57			360.90	7,105.00	3,250.17		10,716.07	14,053.50
Sheffield	5,917.97	6,171.14	12,089.11			562.54		7,254.55		7,817.09	4,272.02
Shelbyville	5,640.65	27,598.36	33,239.01			765.90		19,147.50		19,913.40	13,325.61
Sheldon	2,494.83	6,508.89	9,003.72				3,180.00			3,180.00	5,823.72
Sheridan	9,187.05	4,030.13	13,217.18	10,803.89		1,022.45		1,390.84		13,217.18	
Sherman	1,135.79	1,196.42	2,332.21					1,603.18		1,603.18	729.03
Sherrard	2,251.71	3,285.95	5,537.66								5,537.66
Shiloh	2,715.33	4,012.95	6,728.28			183.18		3,663.62		3,846.80	2,881.48
Shipman	101.71	2,387.16	2,488.87					2,434.43		2,434.43	54.44
Shorewood	6,606.18	2,856.56	9,462.74			379.17		6,417.19		6,796.36	2,666.38
Shumway	1,589.75	1,213.61	2,803.36					1,342.35		1,342.35	1,461.01
Sibley	2,343.95	2,209.71	4,553.66			250.07		2,202.80		2,452.87	2,100.79
Sidell	1,875.52	3,514.91	5,390.43			[1]—39.32		2,404.38		2,365.06	3,025.37
Sidney	6,905.04	3,927.08	10,832.12	[1]—12.13				4,265.64		4,253.51	6,578.61
Sigel	1,084.34	2,215.43	3,299.77					232.25		232.25	3,067.52
Silvis	10,591.70	22,743.91	33,335.61	2,805.81		1,221.55	29,308.25			33,335.61	
Simpson	2,628.58	509.49	3,138.07					484.09		484.09	2,653.98
Sims	2,828.62	2,152.43	4,981.05					2,392.72		2,392.72	2,588.33
Skokie	397,268.81	351,443.39	748,712.20	107,863.14		1,146.44		33,996.00		143,005.58	605,706.62
Sleepy Hollow		1,629.91	1,629.91								1,629.91

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Smithboro	434.55	1,219.34	1,653.89					1,500.50		1,500.50	153.39
Smithfield	3,243.40	1,883.40	5,126.80			393.84		3,711.78		4,105.62	1,021.18
Smithton	6,449.51	3,600.79	10,050.30	5,401.28		598.72		1,691.08		7,691.08	2,359.22
Somonauk	2,479.24	5,146.43	7,625.67								7,625.67
Sorento	191.06	3,898.47	4,089.53					3,805.14		3,805.14	284.39
South Barrington	1,186.67	964.87	2,151.54					1,835.50		1,835.50	316.04
South Beloit	26,050.27	21,644.78	47,695.05								47,695.05
South Chicago Heights	25,002.38	23,144.62	48,147.00	18,011.60		2,168.32		5,229.00		25,408.92	22,738.08
South Elgin	3,395.09	15,021.40	18,416.49	12,917.20		1,462.17		1,833.00		16,212.37	2,204.12
South Holland	4,042.76	69,158.75	73,201.51			232.00	29,218.75	3,440.00		32,890.75	40,310.76
South Jacksonville	52,612.28	13,395.59	66,007.87			310.04	18,300.00	6,023.88		24,633.92	41,373.95
South Pekin	26,825.24	5,764.69	32,589.93					1,872.05		1,872.05	30,717.88
South Wilmington	8,461.13	4,178.98	12,640.11	8,267.30		930.00			91.97	9,289.27	3,350.84
Southern View	5,861.99	8,501.05	14,363.04	2,689.97		763.28		4,930.72		8,383.97	5,979.07
Sparland	3,084.37	3,056.93	6,141.30	4,000.00		325.68		1,530.72		5,856.40	284.90
Sparta	11,063.44	19,761.38	30,824.82				11,106.25	5,890.29		16,996.54	13,828.28
Spaulding	3,172.32	1,018.96	4,191.28					2,088.43		2,088.43	2,102.85
Spillertown	1,169.69	1,013.25	2,182.94			75.00		1,277.65		1,352.65	830.29
Spring Bay	2,077.51	1,631.50	3,709.01								3,709.01
Springerton	1,729.78	1,328.11	3,057.89					1,942.64		1,942.64	1,115.25
Springfield	505,725.60	476,694.35	982,419.95	53,920.69		8,886.68	186,215.91	173,211.64	10,300.00	432,534.92	549,885.03
Spring Grove	3,934.61	1,723.12	5,657.73								5,657.73
Spring Valley	37,487.17	30,746.91	68,234.08	20,975.01		8,908.81	9,970.80	28,379.46		68,234.08	
St. Anne	28,474.83	7,888.52	36,363.35	13,812.85		306.48		1,562.42		15,681.75	20,681.60
St. Augustine	1,577.46	1,150.65	2,728.11			138.18		2,554.64		2,692.82	35.29
St. Charles	131,584.96	53,061.44	184,646.40	156,074.72		20,679.17				176,753.89	7,892.51
St. David	5,847.38	4,934.62	10,782.00			409.70		8,992.06	188.03	9,589.79	1,192.21
St. Elmo	7,899.35	8,604.08	16,503.43					7,129.30		7,129.30	9,374.13
St. Francisville	5,152.64	5,953.59	11,106.23			232.36	2,297.50	973.06		3,502.92	7,603.31
St. Jacob	5,761.49	3,028.35	8,789.84			24.34		1,708.45		1,732.79	7,057.05
St. Johns	2,114.01	1,179.27	3,293.28					1,825.78		1,825.78	1,467.50
St. Joseph	4,131.48	6,926.79	11,058.27					3,049.05		3,049.05	8,009.22
St. Libory	1,404.65	1,980.72	3,385.37								3,385.37
St. Marie	947.28	1,986.45	2,933.73					789.72	15.79	805.51	2,128.22
St. Peter	2,716.21	2,272.68	4,988.89					480.75		480.75	4,508.14
Standard	1,628.98	1,614.33	3,243.31			246.66		1,647.34	37.88	1,931.88	1,311.43
Standard City	1,924.51	1,041.86	2,966.37					2,300.00		2,300.00	666.37
Stanford	1,481.76	2,742.07	4,223.83			270.68		2,499.98		2,770.66	1,453.17
Staunton	25,535.31	24,203.67	49,738.98			116.65		2,737.27		2,853.92	46,885.06
Steeleville	12,601.01	8,981.93	21,582.94			64.66		524.50		589.16	20,993.78
Steger	81,114.57	36,820.72	117,935.29	36,422.54		1,337.62		11,534.10		49,294.26	68,641.03
Sterling	84,778.56	89,807.74	174,586.30	4,242.50		1,971.99		43,881.89		50,096.38	124,489.92

Steward	5,207.52	1,511.30	6,718.82								6,718.82
Stewardson	752.00	3,755.35	4,507.35			142.09		3,707.91		3,850.00	657.35
Stickney	15,271.16	35,715.86	50,987.02	791.35		79.66				871.01	50,116.01
Stillman Valley	2,090.84	3,423.31	5,514.15								5,514.15
Stockton	4,003.33	10,304.31	14,307.64								14,307.64
Stonefort	436.24	1,997.88	2,434.12			22.73	768.25	710.31		1,501.29	932.83
Stone Park	31,104.93	17,391.37	48,496.30								48,496.30
Stonington	15,381.41	6,159.67	21,541.08	[1]—1,083.39				4,186.97		3,103.58	18,437.50
Stoy	1,670.26	1,059.06	2,729.32								2,729.32
Strasburg	1,504.23	2,673.38	4,177.61			154.59		3,014.67		3,169.26	1,008.35
Strawn	4,181.00	870.15	5,051.15								5,051.15
Streamwood	54,162.07	33,468.07	87,630.14	45,416.00				8,323.00		53,739.00	33,891.14
Streator	106,949.86	96,562.79	203,512.65	29,765.04		774.27		30,097.16		60,636.47	142,876.18
Stronghurst	1,522.76	4,665.55	6,188.31			240.25		4,721.25		4,961.50	1,226.81
Sublette	809.72	1,751.72	2,561.44								2,561.44
Sugar Grove	8,266.20	1,866.25	10,132.45								10,132.45
Sullivan		22,589.32	22,589.32	24,758.94		[1]—686.70		[1]—1,482.92		22,589.32	
Summerfield	2,143.72	2,020.79	4,164.51								4,164.51
Summit		59,387.13	59,387.13				8,542.45			8,542.45	50,844.68
Sumner	1,653.92	5,924.97	7,578.89			591.22		5,021.57		5,612.79	1,966.10
Sunnyside	1,333.57	1,734.56	3,068.13								3,068.13
Swansea	22,194.07	17,276.89	39,470.96			793.65		14,592.91		15,386.56	24,084.40
Sycamore	26,591.86	39,849.06	66,440.92			1,256.01		16,514.99		17,771.00	48,669.92
Symerton		704.13	704.13	198.15		390.28		[1]—588.43			704.13
Table Grove	3,278.42	2,862.30	6,140.72			318.73		5,631.40		5,950.13	190.59
Tallula	1,620.26	3,131.35	4,751.61					2,957.05		2,957.05	1,794.56
Tamaroa	4,465.48	3,984.32	8,449.80					5,982.32	[1]—102.81	5,879.51	2,570.29
Tamms	15,465.62	3,137.08	18,602.70					5,606.40		5,606.40	12,996.30
Tampico	9,811.12	4,522.45	14,333.57			645.60		7,170.89		7,816.49	6,517.08
Taylor Springs	3,690.72	3,148.52	6,839.24					3,024.62		3,024.62	3,814.62
Taylorville	143,079.56	50,382.33	193,461.89	105.75	[1]—105.75						193,461.89
Tennessee	1,441.27	1,179.27	2,620.54			117.88		2,357.58		2,475.46	145.08
Teutopolis	7,133.44	6,526.06	13,659.50				6,063.41	2,879.40		8,942.81	4,716.69
Thawville	508.03	1,408.24	1,916.27			17.31		247.28		264.59	1,651.68
Thayer	962.40	3,715.27	4,677.67					1,763.34	35.27	1,798.61	2,879.06
Thebes	10,529.80	2,696.30	13,226.10					3,728.12		3,728.12	9,497.98
Third Lake	440.35	1,030.42	1,470.77			181.53		427.66		609.19	861.58
Thomasboro	969.72	2,621.89	3,591.61								3,591.61
Thompsonville	6,545.61	2,450.12	8,995.73					5,124.47		5,124.47	3,871.26
Thomson	7,667.12	3,108.48	10,775.60					642.20		642.20	10,133.40
Thornton	14,266.97	16,572.77	30,839.74	11,551.50		61.80				11,613.30	19,226.44
Tilden	4,730.88	4,625.49	9,356.37					4,795.98	96.89	4,892.87	4,463.50
Tilton	17,364.74	14,872.55	32,237.29					2,215.45		2,215.45	30,021.84
Time	632.64	257.61	890.25					285.70		285.70	604.55
Tinley Park	57,133.63	36,591.71	93,725.34	56,462.48		7,426.00		7,470.00		71,358.48	22,366.86
Tiskilwa	20,516.12	5,444.12	25,960.24								25,960.24
Toledo	754.26	5,713.17	6,467.43			198.00		5,123.02		5,321.02	1,146.41
Tolono	2,668.74	8,810.18	11,478.92					7,702.96		7,702.96	3,775.96
Toluca	5,681.63	7,739.70	13,421.33	2,800.04		823.07		8,046.68		11,669.79	1,751.54
Tonica	3,720.22	4,293.46	8,013.68	8,237.54		[1]—212.17		[1] 11.69		8,013.68	
Topeka	634.79	440.79	1,075.58								1,075.58

TABLE 61.—Continued.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous		
Toulon	3,213.46	6,943.95	10,157.41			404.51		6,554.27		6,958.78	3,198.63
Towanda	2,612.78	3,354.63	5,967.41								5,967.41
Tower Hill	787.32	4,007.22	4,794.54			160.71		3,991.08		4,151.79	642.75
Tremont	6,378.07	8,918.97	15,297.04			474.70		6,804.68		7,279.38	8,017.66
Trenton	7,227.96	10,682.13	17,910.09	79.40		1,071.07		1,100.25		2,250.72	15,659.37
Troy	15,581.44	10,178.37	25,759.81			[1]—91.00		7,145.70		7,054.70	18,705.11
Troy Grove	1,151.35	1,551.38	2,702.73			30.80				30.80	2,671.93
Tuscola	34,607.56	22,182.87	56,790.43	14,333.85		1,265.17		13,126.16		28,725.18	28,065.25
Ullin		3,303.12	3,303.12			404.90		1,922.38	23.27	2,350.55	952.57
Union	2,297.70	2,747.82	5,045.52			248.94		1,959.25		2,208.19	2,837.33
Union Hill	700.33	457.97	1,158.30								1,158.30
Urbain	1,218.91	309.11	1,528.02								1,528.02
Urbana	66,585.51	159,218.96	225,804.47				193,663.82	1,176.50		194,840.32	30,964.15
Valier	46.41	3,715.27	3,761.68			355.75		3,332.16	73.77	3,761.68	
Valley City	2,762.88	623.97	3,386.85								3,386.85
Valley View	4,267.06	9,966.56	14,233.62			428.12		9,513.80		9,941.92	4,291.70
Valmeyer	5,691.15	4,058.77	9,749.92								9,749.92
Vandalia	32,763.37	31,697.19	64,460.56			739.09	4,303.08	3,979.83		9,022.00	55,438.56
Varna	4,252.76	2,135.27	6,388.03								6,388.03
Venedy	382.17	818.61	1,200.78								1,200.78
Venice	91,814.58	30,798.41	122,612.99	71,899.91		1,587.86		11,775.83		85,263.60	37,349.39
Vergennes	711.67	1,705.95	2,417.62					1,457.69		1,457.69	959.93
Vermilion	3,282.28	1,814.69	5,096.97					1,400.00	28.00	1,428.00	3,668.97
Vermont	862.12	5,169.34	6,031.46					4,830.79	48.30	4,879.09	1,152.37
Vernon	175.29	1,345.31	1,520.60					1,454.38		1,454.38	66.22
Vernon Hills	1,907.92	704.13	2,612.05			45.75		915.00		960.75	1,651.30
Verona	2,703.68	1,099.12	3,802.80			283.89		2,337.58		2,621.47	1,181.33
Versailles	1,951.28	2,444.42	4,395.70					877.89		877.89	3,517.81
Victoria	2,431.38	2,593.25	5,024.63								5,024.63
Vienna	24,127.48	6,262.72	30,390.20		500.00					500.00	29,890.20
Villa Grove	4,018.23	13,212.42	17,230.65					9,191.93		9,191.93	8,038.72
Villa Park	93,789.05	122,425.42	216,214.47	88,857.69		16,536.97	38,273.87	46,950.90		190,619.43	25,595.04
Viola	19,367.35	4,648.38	24,015.73	[1]—63.16		158.60		2,269.78		2,365.22	21,650.51
Virden	1,981.50	18,942.75	20,924.25				9,361.63	5,554.20		14,915.83	6,008.42
Virginia	22,812.66	9,554.38	32,367.04			793.63		22,675.37		23,469.00	8,898.04
Wadsworth		544.79	544.79								544.79
Waggoner	930.02	1,253.69	2,183.71	[1]—116.86		146.86		1,161.47		1,191.47	992.24
Walnut	17,147.65	6,823.75	23,971.40			[1]—7,011.23		10,374.47		3,363.24	20,608.16
Walnut Hill	65.09	875.88	940.97					901.79		901.79	39.18
Walshville	2,050.31	704.13	2,754.44					922.18		922.18	1,832.26
Waltonville	5,107.96	2,255.50	7,363.46					3,758.16		3,758.16	3,605.30
Wamac	15,859.53	7,980.12	23,839.65			449.61		9,401.58		9,851.19	13,988.46

Wapella	1,135.01	3,011.14	4,146.15			349.70		3,481.37		3,831.07	315.08
Warren	16,577.48	8,415.17	24,992.65	[1]—3,069.21		834.24		10,207.22		7,972.25	17,020.40
Warrensburg	612.37	3,898.46	4,510.83					3,359.44		3,359.44	1,151.39
Warsaw	1,956.57	11,094.31	13,050.88			461.95		11,369.44		11,831.39	1,219.49
Washburn	10,874.29	6,091.00	16,965.29								16,965.29
Washington	2,289.04	33,884.00	36,173.04				32,036.05			32,036.05	4,136.99
Washington Park	92,586.26	37,788.17	130,374.43			7,506.81		41,796.10		49,302.91	81,071.52
Wataga	1,796.22	3,263.03	5,059.25					2,425.88		2,425.88	2,633.37
Waterloo	30,320.21	21,747.80	52,068.01	351.00		1,240.76		18,692.78		20,284.54	31,783.47
Waterman	9,453.90	5,243.75	14,697.65			447.78		5,857.83		6,305.61	8,392.04
Watseka	38,523.36	29,876.75	68,400.11			3,511.02		5,695.82		9,206.84	59,193.27
Watson	2,038.88	1,413.98	3,452.86					1,283.04		1,283.04	2,169.82
Wauconda	7,292.15	18,473.33	25,765.48	18,691.72		3,089.82	1,275.28			23,056.82	2,708.66
Waukegan	67,477.05	323,412.08	390,889.13	261,888.46	1,204.50	3,138.95		42,945.34		309,177.25	81,711.88
Waverly	13,212.93	7,871.36	21,084.29			700.00		6,564.88		7,264.88	13,819.41
Wayne	2,501.20	2,475.37	4,976.57								4,976.57
Wayne City	468.24	5,169.33	5,637.57				1,977.60	1,813.12		3,790.72	1,846.85
Waynesville	2,727.86	2,919.55	5,647.41					5,030.17	100.61	5,130.78	516.63
Weldon	1,930.92	2,570.35	4,501.27					3,633.66		3,633.66	867.61
Wellington	2,979.31	1,912.02	4,891.33								4,891.33
Wenona, Marshall	1,596.18	5,753.24	7,349.42			1,390.60		2,946.68		4,337.28	3,012.14
Wenonah, Montgomery	433.14	583.91	1,017.05					703.21		703.21	313.84
West Brooklyn	1,603.35	1,041.86	2,645.21			241.21		2,281.33		2,522.54	122.67
West Chicago	58,751.03	39,236.52	97,987.55			198.16		12,710.50		12,908.66	85,078.89
West City	7,649.19	4,659.83	12,309.02			298.59		943.86	24.85	1,267.30	11,041.72
West Dundee	34,581.07	14,483.26	49,064.33	7,901.73		385.86		8,574.60		16,862.19	32,202.14
West Frankfort	41,823.63	51,676.08	93,499.71	1,946.45		1,243.42		18,007.44		21,197.31	72,302.40
West Point	169.19	1,339.56	1,508.75					1,378.80		1,378.80	129.95
West Salem	2,649.85	5,472.74	8,122.59								8,122.59
Westchester	104,120.90	103,569.73	207,690.63	120,661.30		11,622.00				132,283.30	75,407.33
Western Springs	46,816.01	62,043.38	108,859.39	33,653.24		1,107.43		14,984.54		49,745.21	59,114.18
Westfield	443.34	3,640.86	4,084.20					3,567.58		3,567.58	516.62
Westmont	29,206.07	34,330.51	63,536.58	30,832.50		5,247.03		11,275.86		47,355.39	16,181.19
Westville	42,188.99	20,018.96	62,207.95	2,446.45		216.20		5,024.63	155.88	7,843.16	54,364.79
Wheaton	170,721.27	139,176.81	309,898.08	[1]—685.52		1,012.79	11,088.00	88,920.85		100,336.12	209,561.96
Wheeler	1,283.85	990.37	2,274.22					1,393.89		1,393.89	880.33
Wheeling	171,695.77	44,793.00	216,488.77	56,658.53		3,199.38		[1]—2,462.26		57,395.65	159,093.12
Whiteash	971.87	915.95	1,887.82			100.00		1,750.81	37.01	1,887.82	
White City	911.61	1,127.73	2,039.34			81.21		1,630.24	34.23	1,745.68	293.66
White Hall	66,740.64	17,242.53	83,983.17			3,075.00		16,327.21		19,402.21	64,580.96
Williamsfield	5,018.61	3,137.08	8,155.69	7,296.15		859.54				8,155.69	
Williamson	633.15	1,854.78	2,487.93					2,439.14	48.79	2,487.93	
Williamsville		4,207.60	4,207.60			1,245.21		1,889.00		3,134.21	1,073.39
Willisville	6,693.68	3,045.49	9,739.17					4,290.43	87.56	4,377.99	5,361.18
Willowbrook	608.14	898.76	1,506.90								1,506.90
Willow Hill	1,483.89	1,917.75	3,401.64			242.37		2,266.39	50.18	2,558.94	842.70
Willow Springs	50,900.06	13,441.39	64,341.45	545.59		636.91		5,389.99		6,572.49	57,768.96
Wilmette	177,206.46	161,823.41	339,029.87	103,735.39		6,648.75				110,384.14	228,645.73
Wilmington, Greene	560.73	744.21	1,304.94			50.00		661.69		711.69	593.25
Wilmington, Will	65,549.75	24,100.61	89,650.36				13,282.50			13,282.50	76,367.86
Wilsonville	4,146.02	3,938.54	8,084.56			295.18		5,903.50	123.97	6,322.65	1,761.91
Winchester	10,562.80	9,485.69	20,048.49			389.39		8,573.50		8,962.89	11,085.60
Windsor, Mercer	655.02	3,766.78	4,421.80			[1]—500.00		500.00			4,421.80

TABLE 61.—Concluded.

Municipality	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers[2] Fees and Miscellaneous		
Windsor, Shelby	1,283.08	5,844.85	7,127.93					5,857.20		5,857.20	1,270.73
Winfield	1,607.60	9,016.29	10,623.89			352.68		2,056.50		2,409.18	8,214.71
Winnebago	16,743.83	6,062.37	22,806.20			327.00		1,975.16		2,302.16	20,504.04
Winnetka	120,011.10	76,526.63	196,537.73	34,116.20		1,364.63	10,910.26	11,141.31		57,532.40	139,005.33
Winslow	2,000.50	2,095.23	4,095.73								4,095.73
Winthrop Harbor	51,778.87	22,028.31	73,807.18			5,110.38		5,545.12		10,655.50	63,151.68
Witt	189.29	6,302.82	6,492.11					6,314.32		6,314.32	177.79
Wood Dale	73,466.30	17,580.30	91,046.60			1,016.26		8,100.00		9,116.26	81,930.34
Woodhull	11,805.55	4,459.47	16,265.02			1,154.78		14,037.57		15,192.35	1,072.67
Woodland	527.19	1,969.27	2,496.46								2,496.46
Woodlawn	74.94	1,379.63	1,454.57					1,358.40		1,358.40	96.17
Wood River	78,843.00	66,943.65	145,786.65			416.15	34,018.75	12,216.53		46,651.43	99,135.22
Woodridge	4,407.82	3,102.72	7,510.54			149.38		5,975.00		6,124.38	1,386.16
Woodson	940.11	1,310.92	2,251.03								2,251.03
Woodstock	104,799.03	50,931.89	155,730.92	12,470.42		265.00	13,870.40	12,790.34		39,396.16	116,334.76
Worden	8,219.48	6,068.07	14,287.55			231.57		5,622.59		5,854.16	8,433.39
Worth	68,944.65	49,659.14	118,603.79	22,664.94		4,010.08		10,500.35		37,175.37	81,428.42
Wyanet	6,635.10	5,369.69	12,004.79			180.73		2,053.45		2,234.18	9,770.61
Wyoming	1,311.04	8,924.69	10,235.73			298.69		8,340.98		8,639.67	1,596.06
Xenia	4,063.04	2,810.80	6,873.84			518.54		4,916.15		5,434.69	1,439.15
Yale	1,632.32	704.13	2,336.45					1,520.07		1,520.07	816.38
Yates City	1,466.97	4,591.14	6,058.11			12.97		[1]—12.97			6,058.11
Yorkville	22,107.08	8,976.18	31,083.26			526.83		5,358.79		5,885.62	25,197.64
Zeigler	21,057.05	12,210.60	33,267.65					7,903.24		7,903.24	25,364.41
Zion	46,874.53	68,357.61	115,232.14	[1]—.28			73,200.00	1,747.10		74,946.82	40,285.32
Total	$37,101,240.34	$47,969,372.89	$85,070,613.23	$16,507,548.34	$2,196,544.67	$1,832,331.13	$7,316,140.32	$15,779,773.41	$42,102.54	$43,674,440.41	$41,396,172.82

[1] Transferred from funds certified prior to 1962.
[2] Includes Illinois Municipal Employees' Retirement Fund or Social Security.

TABLE 62.—MUNICIPAL CONTRACTS APPROVED DURING 1962.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Abingdon	32	0.1369	4,074	$ 7,740.80	B-5 bit. conc. surf.
Albion	9	0.2526	3,203	17,991.08	Oiled earth surf.
Alsip	6	0.5017	6,501	28,316.31	I-11 bit. conc. pavt., gr. or cr. st. base
Alton	82	----------	----------	[3]12,105.12	Flashing light signals
Alton	94-Q	0.1348	848	5,313.20	I-11 bit. conc. pavt., gr. or cr. st. base
Alton	96	0.1669	2,873	27,459.15	PCC pavt., I-11 bit. conc. pavt.
Alton	92-WQ	0.4445	16,515	115,941.20	I-11 bit. conc. pavt., PCC base wid.
Anna	13	0.8330	10,262	[2]121,997.55	I-11 bit. conc. pavt., gr. or cr. st. base, C&G, storm sewer
Arcola	6	0.1266	623	14,459.53	PCC pavt. wid., incidental bit. surf. wid., corner reconstruction
Arlington Heights	20	0.3390	6,218	[2]50,100.31	I-11 bit. conc. pavt., WB Mac. base, C&G
Arlington Heights	26	0.6366	10,049	[2]92,123.80	I-11 bit. conc. pavt., WB Mac. base, C&G
Arlington Heights	31	0.7456	13,563	8,793.75	I-11 bit. conc. pavt.
Aurora	82	1.5780	35,965	[1]329,055.52	J-2 sheet asph. surf., PCC base wid., gr. or cr. st. base, C&G
Aurora	68.1-RR	----------	----------	[1]6,529.53	Flashing light signals, new crossing
Aurora	81	0.2231	4,981	35,073.33	J-2 sheet asph. surf., C&G
Aurora	84	1.3136	22,802	59,735.32	J-2 sheet asph. surf.
Aurora	82-TL	----------	----------	5,986.40	Traffic control signals
Aurora	85-SS	----------	----------	70,458.90	Storm sewer
Barrington	20	0.4100	5,689	20,036.03	I-11 bit. conc. pavt., PCC base wid., C&G
Bartelso	2-G-Q	----------	----------	[1]6,000.00	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Bartlett	2-T	0.5553	8,734	3,033.05	A-3 bit. surf. treat.
Bartlett	3	0.3862	4,672	11,777.70	Gr. or cr. st. surf.
Bartonville	30	0.7892	186	8,253.45	I-11 bit. conc. pavt., PCC base wid., C&G
Batavia	32	0.9163	16,000	72,053.66	J-2 sheet asph. surf., PCC base wid., C&G
Beardstown	37	0.3515	7,697	64,754.73	I-11 bit. conc. pavt., PCC base wid., C&G
Beckemeyer	3-G-Q	----------	----------	[1]14,000.00	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Bedford Park	5	----------	----------	[1]17,314.50	Street lighting
Belleville	60-V	----------	----------	[3]11,210.36	Reconstruction of grade separation structure
Belleville	66-TL	----------	----------	11,980.91	Traffic control signals
Belleville	49	0.5993	15,538	242,134.34	I-11 bit. conc. pavt., PCC base wid.
Belleville	70-Q	0.5564	10,686	24,740.60	I-11 bit. conc. pavt.
Bellwood	40	----------	----------	12,189.14	Traffic control signals
Bellwood	41	0.9212	16,536	22,524.50	I-11 bit. conc. pavt.
Bethalto	4-W&Q	0.7853	15,600	99,982.82	I-11 bit. conc. pavt., gr. or cr. st. wid., C&G
Belvidere	37-SS	----------	----------	29,523.65	Storm sewer
Benld	15-B	----------	----------	[2]1,439.70	Pipe culvert
Berkeley	12	0.6176	9,090	[2]45,745.75	I-11 bit. conc. pavt., WB Mac. base, C&G
Berkeley	14	0.1477	2,210	[2]10,115.25	I-11 bit. conc. pavt., WB Mac. base, C&G
Berkeley	15	0.5494	9,180	[2]46,022.50	I-11 bit. conc. pavt., WB Mac. base, C&G
Berwyn	57	5.6246	65,217	245,828.00	I-11 bit. conc. pavt., PCC pavt. wid., C&G
Berwyn	60	4.3591	56,310	211,431.08	I-11 bit. conc. pavt., C&G
Bloomington	142	0.1039	2,245	18,517.98	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Bloomington	141	0.2552	1,784	24,646.50	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Bloomington	145	0.6298	11,777	32,551.55	I-11 bit. conc. pavt.
Bloomington	143	0.2585	5,973	[2]25,556.60	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Bloomington	140	----------	----------	149,255.05	Traffic control signals
Bourbonnais	23-Q	0.4253	7,426	[1]7,929.24	A-1 & A-3 bit. surf. treat., gr. or cr. st. wid.
Braceville	6	0.3237	3,039	3,458.80	Gr. or cr. st. surf.
Braidwood	5-SS	----------	----------	2,946.25	Storm sewer
Brookfield	60	0.3352	9,000	46,256.50	I-11 bit. conc. pavt., gr. or cr. st. wid., C&G
Brookfield	57	0.2059	5,200	41,151.00	I-11 bit. conc. pavt., PCC base wid., C&G
Calumet Park	14	1.0758	2,120	112,881.90	Bit. surf. mod. plant mix., gr. or cr. st. base, C&G
Canton	48	0.5269	9,360	54,180.50	B-5 bit. conc. surf., gr. or cr. st. base, C&G

TABLE 62.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Canton	47	0.5844	12,046	[2]60,702.23	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Canton	50			2,746.24	Flashing light signals, crossing repair
Canton	52	0.2581	5,165	[2]21,686.00	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Canton	53	0.0882	1,633	[2]8,024.09	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Carbondale	23-TL			8,039.05	Traffic control signals
Carbondale	21	0.2397	4,602	75,885.14	PCC pavt., PCC pavt. wid., C&G
Carpentersville	10	2.5307	40,744	99,937.77	B-5 bit. conc. surf., soil-cement base
Carpentersville	8			54,787.13	PCC sidewalk, storm sewer
Carpentersville	6			[1]13,567.46	Traffic control signals
Casey	14	0.2496	3,686	50,903.00	PCC pavt., A-3 bit. surf. treat., gr. or cr. st. base, C&G
Centralia	16	0.5405		43,692.90	Earth grading, C&G, storn sewer
Champaign	120	0.2054	5,479	[2]54,916.04	PCC pavt., C&G
Champaign	113			[3]4,234.75	Flashing light signals
Champaign	114			[3]3,683.54	Flashing light signals
Champaign	115			[3]3,862.53	Flashing light signals
Champaign	119	0.5560	14,070	[2]139,986.48	PCC pavt., I-11 bit. conc. pavt.
Charleston	26	0.7051	10,070	26,253.58	I-11 bit. conc. pavt., PCC wid., C&G
Charleston	31	0.2475	5,203	40,273.20	I-11 bit. conc. pavt., PCC wid., C&G
Chebanse	5	0.5730	6,730	8,800.20	Gr. or cr. st. surf.
Chenoa	13	0.4151	9,682	20,231.00	I-11 bit. conc. pavt.
Cherry Valley	9	0.0909	1,541	10,751.70	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Chicago	1 sec.	1.9787	34,718	35,470.00	I-11 bit. conc. pavt.
Chicago	1 sec.	1.0630	26,770	84,058.65	I-11 bit. conc. pavt., C&G
Chicago	1 sec.	2.4288	45,100	67,253.75	I-11 bit. conc. pavt., cr. st. base, C&G
Chicago	10 secs.	7.0786	191,919	1,127,300.70	I-11 bit. conc. pavt., PCC base wid., C&G
Chicago	1 sec.	0.1560	499	16,910.40	Widening with I-11 bit. conc. pavt., PCC base, C&G
Chicago	1 sec.			50,000.00	Thermo-plastic pavt. marking
Chicago	1 sec.			628,457.00	Reconstruction of viaduct approaches
Chicago	1 sec.			[3]3,030.55	Work by railroad in connection with bridge
Chicago	3 secs.			663,529.30	Remove & replace C&G
Chicago (Expwy.)	4 secs.			5,734,352.00	Furn. & erect struct. steel for elevated highway structure
Chicago (Expwy.)	6 secs.			8,864,146.00	Elevated highway structures
Chicago (Expwy.)	2 secs.	1.3131		9,912,289.35	PCC pavt., ramps, frontage roads, lighting & landscaping
Chicago (Expwy.)	1 sec.			62,310.00	I-11 bit. conc. pavt. on new gr. or cr. st. shoulders
Chicago (Expwy.)	1 sec.			129,700.00	Building removal
Chicago (Expwy.)	1 sec.			66,420.00	Linseed oil treatment of existing pavt.
Chicago (Expwy.)	1 sec.			266,301.00	Traffic signs
Chicago Heights	68	0.4014	6,406	36,288.71	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Chicago Heights	69	0.5671	8,850	17,990.80	I-11 bit. conc. pavt.
Chicago Heights	67			2,380.00	Rehabilitation of traffic control signals
Chicago Heights	70	0.3552	7,900	89,609.20	PCC pavt., I-11 bit. conc. pavt., PCC base wid., C&G
Chicago Heights	71	0.2339	7,455	17,842.25	I-11 bit. conc. pavt., C&G
Chicago Heights	72	0.5980	16,500	63,363.70	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Chicago Heights	73	0.0758	1,260	8,407.75	I-11 mod. bit. conc. pavt., gr. or cr. st. base
Clarendon Hills	7	0.0568	1,545	8,089.39	B-5 bit. conc. surf., gr. or cr. st. base
Clifton	8	0.6017	7,060	8,049.75	Gr. or cr. st. surf.
Collinsville	25-Q	1.1160	19,242	39,304.00	I-11 bit. conc. pavt.
Collinsville	2-1			3,638.40	Curb & sidewalk
Collinsville	26-W	0.0799	284	8,082.05	PCC pavt. wid., C&G
Cornell	4	0.1862	1,433	2,028.75	A-3 bit. surf. treat., gr. or cr. st. surf.
Crete	15	0.1259	1,410	17,880.05	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Crystal Lake	27	0.3708	1,965	12,549.19	B-5 bit. conc. surf., A-3 bit. surf. treat., gr. or cr. st. base
Dakota	3-S	0.3563	3,927	7,334.10	A-3 bit. surf. treat., streng. & wid. gr. or cr. st. base

TABLE 62.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Dana	5	0.2680	3,500	4,225.40	Gr. or cr. st. surf.
Danvers	8	0.2410	5,517	9,676.20	I-11 bit. conc. pavt.
Danville	76	0.3870	7,879	24,165.10	I-11 bit. conc. pavt.
Danville	80			29,069.86	Street lighting
Danville	81	0.1308	1,737	[1]7,411.70	I-11 bit. conc. pavt., PCC base wid.
Decatur	105	1.0264	28,871	344,846.70	PCC pavt., I-11 bit. conc. pavt., PCC base wid., C&G, medians
Deerfield	9			3,180.45	Curb & sidewalk
Deerfield	10	0.2113	5,316	6,946.60	I-11 bit. conc. pavt.
DeKalb	34	0.2516	5,329	38,106.92	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
DeKalb	35	0.6160	12,945	[1]90,991.04	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
DeKalb	33	0.6170	16,650	39,917.45	I-11 bit. conc. pavt., soil-cement base
DePue	11-V			[1]25,934.15	3-span precast prestressed conc. deck bridge & approaches
DesPlaines	25			42,105.18	Traffic control signals
DesPlaines	49	0.7498	9,726	13,870.40	I-11 bit. conc. pavt.
DesPlaines	48	1.2170	20,575	[2]87,333.46	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
DesPlaines	50	1.3714	32,090	163,894.08	I-11 bit. conc. pavt., PCC base wid., C&G
DesPlaines	51	0.7274	11,523	17,574.25	I-11 bit. conc. pavt.
Dolton	30	0.9032	12,370	[2]87,429.35	I-11 bit. conc. pavt., gr. or cr. st. base wid., C&G
Dolton	32	0.4285	5,600	[2]42,696.50	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Dolton	33	0.1152	967	5,621.75	Widening with I-11 bit. conc, pavt., gr. or cr. st. base. C&G
Dolton	34	0.1514	2,300	[2]28,583.30	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Downs	7	0.1314	728	6,972.72	Widening with A-3 bit. surf. treat. & gr. or cr. st.
Dupo	7-Q	0.1652	3,520	18,964.54	A-2 mod. bit. surf. treat., gr. or cr. st. base, C&G
Dwight	15	0.1451	766	19,725.15	PCC pavt. wid., C&G, sidewalk
East Dubuque	13	0.0574	588	1,313.00	B-4 mod. bit. surf.
East Dundee	12	0.7801	11,873	10,843.30	B-5 bit. conc. surf.
East Moline	37-S	1.0481	15,226	33,873.97	I-11 bit. conc. pavt.
East Moline	38-TL			2,116.78	School crossing signals
East Peoria	48	0.2534	4,910	34,055.59	B-5 bit. conc. surf., gr. or cr. st. base, C&G
East St. Louis	83-Q	0.4242	14,600	25,616.70	I-11 bit. conc. pavt.
East St. Louis	84			5,309.68	Transverse open gate drainage structure
East St. Louis	91			8,519.10	Reconstruction of intersection
Effingham	21	0.2700	6,346	48,394.70	I-11 bit. conc. pavt., PCC base wid., C&G
Elgin	63	1.1642	22,828	46,834.47	B-5 bit. conc. surf.
Elk Grove Village	1	0.1245	2,627	7,931.75	I-11 bit. conc. pavt., streng. & wid. gr. or cr. st. base, C&G
Elk Grove Village	3	1.1227	18,086	19,081.25	I-11 bit. conc. pavt., C&G
Elmhurst	66	2.4159	27,650	40,495.99	B-5 bit. conc. surf., I-11 bit. conc. pavt., gr. or cr. st. base
Elmhurst	68	0.5136	12,848	[2]73,275.70	I-11 bit. conc. pavt., PCC base wid., C&G
Elmwood Park	32			115,220.00	PCC pavt. repair, C&G
Elmwood Park	33	0.5212	8,256	18,695.00	I-11 bit. conc. pavt.
El Paso	16-G	0.3011	3,553	6,303.75	Gr. or cr. st. surf.
Evanston	59			[3]28,909.90	Flashing light signals & crossing
Evanston	67			12,478.72	Traffic control signals
Evanston	70	3.7481	80,289	111,786.35	I-11 bit. conc. pavt.
Fairbury	8			4,605.00	Traffic control signals
Fairfield	9	1.6014	32,114	94,685.20	B-3 & A-3 bit. surf., soil-cement base, C&G
Fairview	3	0.0564	622	2,138.50	A-3 bit. surf. treat., gr. or cr. st. base
Forest City	2			7,747.50	Storm sewer
Forest Park	44			[1]550.15	Street lighting
Forest Park	43	1.2399	27,700	44,729.50	I-11 bit. conc. pavt.
Forreston	9	0.2972	4,164	28,793.30	A-3 bit. surf. treat., gr. or cr. st. base
Frankfort	2-T	0.0436	1,591	1,007.48	A-3 bit. surf. treat., gr. or cr. st. base
Frankfort	3-T	0.2113	1,736	1,068.51	A-3 bit. surf. treat.
Freeport	39	0.2564	4,074	31,544.85	B-5 mod. bit. conc. surf., gr. or cr. st. base, C&G
Freeport	40-S	2.3673	43,430	80,964.65	J-2 sheet asph. surf., B-5 bit. conc. surf.

TABLE 62.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Galesburg	46-2	0.1629	3,687	51,585.90	PCC pavt., C&G
Galesburg	87	0.1035	2,086	9,868.26	I-11 bit. conc. pavt., gr. or cr. st. base
Galesburg	85	0.4047	9,900	43,615.15	I-11 bit. conc. pavt., C&G
Galva	13	0.1859	3,383	[2]23,038.30	B-5 mod. bit. conc. surf., gr. or cr. st. base, C&G
Galva	14	0.5369	10,385	[2]27,528.40	I-11 bit. conc. pavt.
Gillespie	13-Q	0.1758	3,482	11,795.15	I-11 bit. conc. pavt., C&G
Glen Ellyn	29	1.8159	27,633	46,145.50	I-11 bit. conc. pavt., A-3 bit. surf. treat., gr. or cr. st. base
Glencoe	12	0.0923	1,300	[1]11,591.55	I-11 bit. conc. pavt.
Glenview	24	0.0815	567	5,571.45	Widening with I-11 bit. conc. pavt., WB Mac. base, C&G
Granite City	68-TL	----------	----------	2,914.71	School crossing signals
Granite City	56-Q	0.2116	4,050	36,846.45	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Granite City	59-Q	0.1153	2,030	13,983.05	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Gurnee	9	0.4988	5,939	9,353.80	B-5 bit. conc. surf.
Hanover	10	0.1392	1,796	[1]5,908.95	Gr. or cr. st. surf.
Hanover Park	1	0.3684	6,424	7,495.26	A-2 & A-3 bit. surf. treat.
Harrisburg	23	0.5605	11,125	109,937.62	I-11 bit. conc. pavt., WB Mac. base, C&G
Harvey	57	2.4345	42,090	115,140.05	Bit. surf. mod. plant mix, gr. or cr. st. base, C&G
Harvey	58	0.5818	1,500	26,847.50	Bit. surf. mod. plant mix
Harvey	59	0.0909	2,080	19,119.65	Bit. surf. mod. plant mix, gr. or cr. st. base, C&G
Harwood Heights	8	----------	----------	[1]62,000.00	Storm sewer
Havana	22	0.4519	9,856	[2]62,628.62	B-5 bit. conc. surf., soil-cement base, C&G
Hazel Crest	12	0.9668	9,428	[2]81,194.30	Bit. surf. mod. plant. mix, gr. or cr. st. base, C&G
Henry	11-G	0.1326	2,136	8,656.50	Gr. or cr. st. base, C&G
Herscher	8-Q	0.1428	1,508	2,038.55	A-3 bit. surf. treat., streng. gr. or cr. st. base
Herscher	9-Q	0.0596	630	2,335.00	A-3 bit. surf. treat., gr. or cr. st. base
Heyworth	11	0.3113	2,852	[1]10,483.07	Widening with gr. or cr. st. surf.
Heyworth	12-Q	0.3621	8,073	3,727.16	A-1 & A-3 bit. surf. treat., C&G
Highland Park	28	0.1705	4,128	[1]51,237.42	PCC pavt., I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Highland Park	11-1	----------	----------	[1]----------	Chain link fence
Hillcrest	1	0.2312	3,060	3,426.04	Gr. or cr. st. surf.
Hinsdale	15-TL	----------	----------	13,591.15	Traffic control signals
Hinsdale	16-TL	----------	----------	2,932.55	Traffic control signals
Hinsdale	17	2.4174	42,955	99,730.15	I-11 bit. conc. pavt., A-1 bit. surf. treat.
Hoffman Estates	3	0.2723	2,936	25,399.64	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Hometown	8	1.5648	11,709	25,458.50	Bit. surf. mod. plant mix
Hometown	7	----------	----------	34,105.35	Street lighting
Homewood	29	0.4706	7,509	[1]52,354.55	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Hoopeston	22	0.5871	12,563	30,505.45	I-11 bit. conc. pavt., PCC base wid., C
Jacksonville	40	0.4911	10,403	[2]110,531.87	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Jacksonville	42	0.5110	12,772	[2]68,550.37	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Jerome	1	0.3275	4,930	9,886.30	Road oil
Joliet	114	0.3803	10,478	[1]143,637.22	I-11 bit. conc. pavt., gr. or cr. st. base, C&G, Storm sewer
Kankakee	138	----------	----------	82,864.48	Traffic control signals
Kankakee	151-SS	----------	----------	6,231.70	Storm sewer
Kankakee	157-L	----------	----------	28,500.00	Street lighting
Kankakee	152	0.7794	5,853	52,139.29	I-11 bit. conc. pavt., PCC base wid.
Kankakee	153	1.6886	32,684	46,330.11	A-3 bit. surf. treat., G
Kenilworth	12	----------	----------	25,561.90	Widening with I-11 bit. conc. pavt., PCC base, C&G
Kewanee	43	0.4089	6,794	[2]55,645.74	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Kincaid	5-FL	----------	----------	741.49	Flashing light signals
Kirkland	2	0.0089	429	11,041.25	Widening with PCC base, C&G
LaGrange	31	----------	----------	28,996.85	Street lighting
LaGrange	32	0.5341	9,998	59,256.45	I-11 bit. conc. pavt., C&G
LaGrange	30	----------	----------	15,020.55	Traffic control signals with railroad interconnection
LaGrange Park	23	0.7787	13,150	33,927.25	I-11 bit. conc. pavt.
LaGrange Park	22	0.9106	12,974	8,905.50	I-11 bit. conc. pavt.
Lakewood	1	0.9564	13,138	25,146.18	B-5 bit. conc. surf.

TABLE 62.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Lanark	12	0.1420	4,027	22,742.05	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Lansing	23	0.2862	4,950	32,303.15	Bit. surf. mod. plant mix, gr. or cr. st. base, C&G
Lansing	24	2.3370	34,650	20,963.05	Bit. surf. mod. plant mix, A-1 bit. surf. treat., gr. or cr. st. base
LaSalle	19	1.7925	27,385	58,588.85	I-11 bit. conc. pavt.
Leaf River	5-S	0.6037	6,945	7,031.05	A-3 bit. surf. treat., gr. or cr. st. base
Leesville	1	0.2700	3,170	2,354.48	Gr. or cr. st. surf.
Lemont	14	0.2090	4,000	9,601.25	I-11 bit. conc. pavt., PCC base wid.
LeRoy	14-S	0.4364	8,639	16,851.25	I-11 bit. conc. pavt., gr. or cr. st. base wid.
Lexington	10-SS	----------	----------	6,483.30	Storm sewer
Libertyville	9-B	----------	----------	[1]17,533.03	1-span salvaged steel truss bridge & approaches
Lincoln	37	----------	----------	2,742.50	Modification of five lanes to manual operation
Lincoln	36	0.2462	3,912	9,657.75	I-11 bit. conc. pavt.
Lincolnwood	9	----------	----------	75,924.87	Street lighting
Lisle	5	0.2962	3,850	25,159.77	A-3 bit. surf. treat., gr. or cr. st. base
Lockport	23	0.1215	2,760	40,032.40	I-11 bit. conc. pavt., C&G, storm sewer, street lighting
Lockport	22-TL	----------	----------	1,969.65	School crossing signals
Lombard	44	0.0621	1,650	12,176.10	I-11 bit. conc. pavt., gr. or cr. st. base wid.
Lombard	43	1.7121	27,708	59,701.45	I-11 bit. conc. pavt.
Lombard	45-TL	----------	----------	7,390.00	Traffic control signals
Loves Park	13-B	0.0663	----------	26,308.19	2-span RC slab deck bridge & approaches
Loves Park	12	1.3140	21,968	141,615.81	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Lyndon	5-S	0.3388	3,840	2,595.68	A-3 bit. surf. treat.
Lyons	22	2.0539	26,165	22,094.20	I-11 bit. conc. pavt.
Lyons	23	0.2979	5,200	[2]36,861.10	I-11 bit. conc. pavt., WB Mac. base, C&G
McHenry	12	0.7945	10,266	19,579.57	B-5 bit. conc. surf., A-2 bit. surf. treat., gr. or cr. st. base, C&G
McHenry	11	0.5121	12,705	21,085.19	B-5 bit. conc. surf.
McLean	6-Q	0.2189	2,542	1,281.82	A-3 bit. surf. treat.
Madison	27-TL	----------	----------	10,571.65	Traffic control signals
Madison	25-0	0.1523	2,700	[1]8,600.10	Bit. road mix
Manteno	19	0.1333	1,371	3,543.00	Gr. or cr. st. base & base widening
Manteno	20	0.1665	3,132	4,670.60	A-3 bit. surf. treat., streng. & wid. gr. or cr. st. base
Manteno	19-S	0.1333	1,282	974.70	A-3 bit. surf. treat.
Marion	22	0.1716	----------	111,708.00	RC box storm sewer
Markham	14	0.7496	11,157	73,443.98	I-11 bit. conc. pavt., A-3 bit. surf. treat., gr. or cr. st. base, C&G
Maroa	5	0.4061	4,980	2,910.36	A-3 bit. surf. treat.
Marseilles	17	0.9716	4,281	24,396.30	A-3 bit. surf. treat., gr. or cr. st. base & surf.
Mattoon	41-B	----------	----------	14,951.20	Widening of existing bridge
Mattoon	45	0.2487	2,938	[1]13,687.66	B-5 bit. conc. surf., soil-cement base wid.
Mattoon	44	0.7616	13,155	45,957.80	I-11 bit. conc. pavt.
Mattoon	46	0.3471	9,746	25,596.95	I-11 bit. conc. pavt.
Mattoon	47	0.4729	11,475	29,068.40	I-11 bit. conc. pavt.
Mazon	5	0.3219	4,186	7,795.74	A-3 bit. surf. treat., streng. & wid. gr. or cr. st. base
Melrose Park	27	----------	----------	3,903.90	Fire lane signals
Melrose Park	42	----------	----------	83,558.40	Street lighting
Melrose Park	45	----------	----------	41,318.00	Street lighting
Melrose Park	46	0.4208	9,300	33,165.75	I-11 bit. conc. pavt.
Mendota	24	0.9094	19,138	29,283.95	I-11 bit. conc. pavt.
Metamora	15	1.9483	21,775	5,849.20	A-1 bit. surf. treat.
Mokena	5	0.1235	2,710	14,247.50	B-5 bit. conc. surf., gr. or cr. st base, G
Moline	75-FL	----------	----------	[3]1,288.05	Flashing light signals
Monticello	9	0.2451	7,185	42,886.25	I-11 bit. conc. pavt., PCC base wid., C&G
Morris	33	0.1795	2,746	10,083.23	B-5 & A-3 bit. surf., PCC pavt., soil-cement base
Morton	33-L	----------	----------	[2]33,131.86	Street lighting
Morton	35	0.5712	13,879	[2]53,065.59	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Morton Grove	29	1.3354	15,360	30,744.90	I-11 bit. conc. pavt.

TABLE 62.—Continued.

Municipality	Section (C S)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Morton Grove	30	0.0931	1,717	8,505.00	I-11 bit. conc. pavt., WB Mac. base, C&G
Morton Grove	27	----------	----------	[1]101,500.00	Storm sewer
Mound City	6	1.3235	16,978	45,535.76	A-3 bit. surf. treat., gr. or cr. st. base
Mt. Carroll	8	0.0536	74	3,370.30	PCC pavt. wid., C sidewalk
Mount Prospect	17	0.3678	641	[2]32,154.15	I-11 bit. conc. pavt., WB Mac. base, C&G
Mount Prospect	18	2.5644	23,400	[1]86,057.30	I-11 bit. conc. pavt.
Mundelein	11-TL	----------	----------	7,297.85	Traffic control signals
Mundelein	12	0.2209	7,760	14,748.25	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Mundelein	13	1.9414	27,806	37,649.40	B-5 bit. conc. surf.
Naperville	32	0.7475	10,525	21,059.88	Gr. or cr. st. base
Naperville	30-B	----------	----------	[1]59,957.54	3-span precast prestressed conc. box beam bridge
Naperville	33	0.2547	4,200	9,212.50	I-11 bit. conc. pavt., streng. gr. or cr. st. base
Naplate	5	0.1984	2,655	[2]17,257.60	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Nashville	9-Q	0.3756	6,934	46,051.60	A-3 bit. surf. treat., gr. or cr. st. base
New Bedford	2-B	0.3204	3,746	7,846.83	A-3 bit. surf. treat., streng. gr. or cr. st. base
Newman	7	0.2525	8,017	24,483.20	I-11 bit. conc. pavt.
Normal	43-S	0.2924	6,367	7,894.34	B-5 bit. conc. surf.
Normal	44-G	0.3340	8,136	[1]41,084.41	Gr. or cr. st. base, C&G
Normal	44-Q	0.3340	7,352	15,996.45	I-11 & B-5 bit. conc. surf.
Normal	45	0.2907	5,144	[2]25,233.40	Gr. or cr. st. base, C&G, storm sewer, sidewalk
Normal	45-Q	0.2907	5,144	[2]6,704.00	B-5 bit. conc. surf.
Norridge	9	----------	----------	5,651.00	Rehabilitation of traffic control signals
Norridge	8	----------	----------	[1]125,000.00	Storm sewer
North Chicago	46	0.5470	12,690	73,758.08	I-11 bit. conc. pavt., gr. or cr. st. base
North Chicago	47	0.9157	3,182	22,389.97	I-11 bit. conc. pavt.
North Chicago	48	1.5348	22,145	31,406.69	I-11 bit. conc. pavt.
North Pekin	11	0.2161	3,641	[2]16,827.05	B-5 bit. conc. surf., gr. or cr. st. base, C&G
North Riverside	19 & 20	0.1829	3,099	28,885.00	I-11 bit. conc. pavt., WB Mac. base, C&G
North Utica	12	0.0684	818	1,858.45	Gr. or cr. st. base
North Utica	13	0.1728	2,400	6,009.81	I-11 bit. conc. pavt.
Northbrook	23	0.1772	3,000	24,793.75	I-11 bit. conc. pavt., WB Mac. base, C&G
Northfield	7	----------	----------	[3]1,663.11	Railroad crossing work
Oak Forest	4	1.6323	23,575	150,318.49	PCC pavt., I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Oak Park	119	----------	----------	35,488.75	Reconstruction of C&G and sidewalk
Oak Park	121	0.1064	570	30,385.00	PCC base wid., C&G
Oak Park	122	16.3973	280,163	61,105.75	I-11 bit. conc. pavt., A-1 bit. surf. treat.
Oak Park	123	----------	----------	42,891.00	Remove & replace C&G
Oglesby	9	0.3360	4,952	29,718.52	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Okawville	4	0.3937	8,418	27,539.50	Oiled earth surf., C&G
Olney	21	0.0379	667	5,517.00	RC box culvert, A-2 mod. bit. surf. treat. approaches
Oregon	17	0.9501	22,796	32,461.72	A-3 bit. surf. treat., gr. or cr. st. base
Orion	6	0.0746	2,889	15,546.35	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Orland Park	4	0.4134	6,518	41,698.60	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Ottawa	67	0.1210	1,666	11,777.05	I-11 bit. conc. pavt., PCC base wid., C&G
Ottawa	62-S	0.6828	10,144	17,118.46	I-11 bit. conc. pavt.
Ottawa	63	0.8891	19,215	139,318.70	PCC pavt., C
Ottawa	65	0.3329	8,391	[2]57,736.20	PCC pavt., C
Ottawa	68	0.3604	6,780	[2]48,916.20	PCC pavt., C
Ottawa	69	----------	----------	1,468.50	CMP storm sewer outlet
Ottawa	64	0.6036	12,437	[2]93,259.15	PCC pavt., C
Ottawa	71	0.1282	6,194	[1]13,822.70	I-11 bit. conc. pavt.
Palos Heights	1	----------	----------	18,574.80	Double RC box culvert
Pana	18	0.3338	8,345	71,327.10	I-11 bit. conc. pavt., PCC base wid.
Park Forest	10-A	----------	----------	[3]48,234.95	Temporary runaround for railroad tracks
Park Forest	27	----------	----------	7,351.98	Street lighting
Park Forest	28	1.1441	16,570	13,773.35	Bit. surf. mod. plant mix
Park Forest	29	0.4274	11,110	152,417.00	PCC pavt., C&G
Park Forest	10-B	----------	----------	[3]37,209.93	Railroad underpass
Park Forest	30	----------	----------	19,847.55	Street lighting
Park Ridge	38	2.9172	52,900	127,945.14	I-11 bit. conc. pavt., C&G

TABLE 62.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Pekin	68	2.2333	41,434	[2]209,353.62	B-5 bit. conc. surf., gr. or cr. st. base, C&G, storm sewer
Pekin	72	1.1307	19,007	[2]83,364.12	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Pekin	75	0.3788	6,417	[2]6,087.88	B-5 bit. conc. surf.
Peoria	101	0.2589	7,247	[2]68,110.70	PCC pavt., C&G
Peoria	119-Q	0.2517	5,686	[2]14,048.80	I-11 bit. conc. pavt.
Peoria	111-1Q	0.0608	1,314	[2]2,909.50	I-11 bit. conc. pavt.
Peoria	85-Q	0.4728	8,614	[2]32,408.64	I-11 bit. conc. pavt., C
Peoria	118-Q	0.7637	18,965	[2]49,267.07	I-11 bit. conc. pavt.
Peoria Heights	46	----------	----------	1,078.75	Storm sewer outlets
Peoria Heights	48	0.2890	5,291	[2]9,922.40	I-11 bit. conc. pavt.
Peoria Heights	47	0.5173	10,086	[2]49,107.59	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Peoria Heights	49	----------	----------	2,920.00	Storm sewer
Peru	10	0.3894	5,072	22,834.18	B-5 bit. conc. surf., A-3 bit. surf., treat., soil-cement base, C&G
Pinckneyville	11	0.1964	3,692	[1]41,857.96	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Polo	14-SS	----------	----------	22,840.85	Storm sewer
Posen	10	6.1432	81,233	[2]287,522.13	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Princeton	28	0.2943	3,202	24,202.75	Gr. or cr. st. base, C&G, storm sewer
Princeville	22-Q	0.1346	4,396	6,595.30	I-11 bit. conc. pavt.
Princeville	23	0.2840	1,855	5,678.25	B-5 bit. conc. surf., gr. or cr. st. base wid.
Quincy	105-1	0.6957	17,432	58,567.25	I-11 bit. conc. pavt.
Quincy	116	0.1742	4,183	82,291.06	PCC pavt., C&G, storm sewer, retaining walls
Rantoul	25	0.3288	9,140	54,861.84	I-11 bit. conc. pavt., PCC base wid.
Rantoul	22-FL	----------	----------	[3]20,605.04	Flashing light signals & gates
Rantoul	23	0.1827	4,755	[2]31,985.65	I-11 bit. conc. pavt., PCC base wid., C&G
Red Bud	11	0.1004	2,414	9,672.38	A-1 bit. surf. treat., gr. or cr. st. base, C&G
Reddick	4-Q	0.1578	4,990	1,736.25	A-1 & A-3 bit. surf. treat.
River Forest	29	----------	----------	15,081.20	C&G
Riverdale	23	0.1887	5,700	57,902.35	Bit. surf. mod. plant mix, gr. or cr. st. base, C&G
Rochelle	23-B	----------	----------	[1]3,332.38	Double RC box culvert, gr. or cr. st. surf. approaches
Rock Falls	34-S	0.9886	21,327	35,575.42	I-11 bit. conc. pavt.
Rock Island	47-RR	----------	----------	[3]819.55	Installation of railroad crossing
Rock Island	51-1	0.5212	13,657	[2]208,377.86	PCC pavt., C&G, traffic control signals
Rock Island	53-FL	----------	----------	8,657.02	Flashing light signals & gates, widening of crossing
Rock Island	49	0.5834	14,970	[2]176,536.05	PCC pavt., C&G
Rockford	176-TL	----------	----------	2,051.90	Traffic control signals
Rockford	178-TL	----------	----------	7,159.72	School crossing signals
Rockford	148-2-F	----------	----------	[2]138,763.60	Furn. & deliver struct. steel for 4-span bridge
Rockford	148-2	----------	----------	[2]562,394.66	4-span bridge, I-11 bit. conc. pavt. approaches
Rockford	175	1.3670	----------	[1]391,457.46	Dual PCC pavt., Dual I-11 bit. conc. pavt., C&G, storm sewer, traffic control signals
Rolling Meadows	12	0.3883	----------	47,094.50	Earth grading, storm sewer
Rolling Meadows	14	1.2096	22,285	29,807.50	I-11 bit. conc. pavt.
Roselle	13-SS	----------	----------	4,695.00	Storn sewer
Roselle	14-SS	----------	----------	2,279.00	Storm sewer
Rosemont	2	0.7904	11,955	[2]67,903.35	I-11 bit. conc. pavt., WB Mac. base, C&G
Rossville	4	----------	----------	4,258.40	Rehabilitation of street lighting system
St. Anne	8-SS	----------	----------	13,812.85	Storm sewer
St. Charles	27	1.4822	25,457	[2]217,414.90	B-5 mod. bit. conc. surf., gr. or cr. st. base, C&G, storm sewer
St. Charles	24	0.1729	125	36,753.89	I-11 bit. conc. pavt.
Salem	20-TL	----------	----------	6,604.00	Traffic control signals
Salem	21	0.2010	3,900	47,030.45	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Savanna	13-S	1.9752	34,332	[2]135,392.05	I-11 bit. conc. pavt., PCC base wid., gr. or cr. st. base wid., C&G
Savoy	2	----------	----------	7,492.18	Storm sewer
Saybrook	10-Q	0.2172	2,294	1,538.34	A-3 bit. surf. treat.
Secor	4-G	1.2793	16,055	10,552.60	Gr. or cr. st. surf.
Shannon	3-S	0.3157	5,936	13,618.62	A-3 bit. surf. treat., streng. gr. or cr. st. base, C&G

TABLE 62.—Continued.

Municipality	Section (C S)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Sheridan	4	0.5104	6,233	10,803.89	A-3 bit. surf. treat., streng. gr. or cr. st. base
Skokie	33	0.0890	1,630	11,336.85	I-11 bit. conc. pavt., WB Mac. base wid., C&G
Skokie	37	0.8957	15,824	62,160.50	I-11 bit. conc. pavt.
Skokie	35	----------	----------	[3]1,434.71	Flashing light signals & bells
Skokie	41	----------	----------	12,956.45	Traffic control signals
Skokie	36	----------	----------	16,390.75	Traffic control signals
Skokie	38	----------	----------	3,500.00	Flashing light signals
Smithton	2-TL	----------	----------	5,442.89	School crossing signals
So. Chicago Heights	12	0.2660	3,744	18,261.60	I-11 mod. bit. conc. pavt., gr. or cr. st. base
So. Chicago Heights	13	----------	----------	3,068.00	Storm sewer
South Elgin	9	0.7585	9,795	12,430.50	B-5 bit. conc. surf.
South Holland	13	1.9413	28,511	[2]205,823.15	Bit. surf. mod. plant mix, gr. or cr. st. base, C&G
South Jacksonville	5	0.5110	12,772	[2]18,850.82	B-5 bit. conc. surf., gr. or cr. st. base, C&G
South Wilmington	5	0.7261	8,087	8,267.30	Gr. or cr. st. surf.
Sparland	6-G	0.1705	1,335	5,297.50	Gr. or cr. st. base wid.
Springfield	100	0.9019	14,972	[2]120,988.72	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Springfield	138	0.3734	8,500	[2]78,973.80	PCC pavt., C&G
Springfield	126	----------	----------	1,800.00	Building removal
Springfield	116	0.3722	11,370	[2]35,621.87	I-11 bit. conc. pavt.
Springfield	142	0.2289	3,602	[2]29,607.36	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Spring Valley	20	0.6266	8,649	17,760.55	A-3 bit. surf. treat., gr. or cr. st. base
Spring Valley	21	0.6729	11,042	52,226.25	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Steger	11	----------	----------	11,422.54	PCC sidewalk
Steger	10	----------	----------	25,000.00	I-11 bit. conc. pavt., PCC base wid., C&G storm sewer
Sterling	44-SS	----------	----------	4,288.00	Storm sewer
Sterling	43	0.7147	16,737	[2]115,929.95	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Streamwood	1	----------	----------	45,416.00	A-3 bit. surf. treat., gr. or cr. st. base wid., C&G, storm sewer
Streator	22	0.9138	14,634	30,377.60	I-11 bit. conc. pavt.
Thornton	12	0.1322	2,175	9,607.25	Bit. surf. mod. plant mix, gr. or cr. st. base, C&G
Thornton	11	----------	----------	1,944.25	School crossing signals
Tinley Park	9	----------	----------	21,876.00	CMPA, handrails, sidewalk
Tinley Park	10	0.5960	9,151	35,997.10	I-11 mod. bit. conc. pavt.
Tonica	6-B(E)	----------	----------	12,390.00	1-span WF beam bridge
Tonica	6-B(F)	----------	----------	5,253.60	Furn. struct. steel for 1-span bridge
Tuscola	7	0.2390	2,756	14,333.85	Gr. or cr. st. surf.
Venice	22-Q	0.1568	2,582	16,288.80	A-3 bit. surf. treat., gr. or cr. st. base
Venice	25-O	0.0265	2,700	[1]1,367.80	Bit. road mix, C&G
Venice	23-Q	0.4144	7,850	49,947.01	A-3 bit. surf. treat., gr. or cr. st. base, C&G
Venice	24-W	----------	----------	4,296.30	Curb, sidewalks, catch basins
Villa Park	29-FL	----------	----------	[3]22,250.00	Flashing light signals & gates
Villa Park	31	2.9440	48,821	79,129.09	B-5 bit. conc. surf.
Villa Park	30	0.2295	3,790	[2]22,868.80	B-5 mod. bit. conc. surf., gr. or cr. st. base, C&G
Villa Park	32	----------	----------	15,143.08	Curbs & sidewalks
Wauconda	6	0.2515	6,443	24,734.10	B-5 bit. conc. surf., gr. or cr. st. base, C&G
Waukegan	111-TL	----------	----------	2,067.25	School crossing signals
Waukegan	109	1.5659	37,160	85,639.93	I-11 bit. conc. pavt.
Waukegan	108	1.1509	14,936	146,582.19	I-11 bit. conc. pavt., PCC base wid., C
Waukegan	114	0.4185	5,270	7,892.01	B-4 bit. surf., gr. or cr. st. base
Waukegan	112	0.2356	4,800	32,383.97	I-11 bit. conc. pavt., pozzolanic base, C&G
West Dundee	19	0.3011	6,062	5,940.80	B-5 bit. conc. surf.
West Dundee	20	0.3955	5,678	1,960.93	A-3 bit. surf. treat.
Westchester	18 & 19	3.1430	50,000	117,622.80	I-11 bit. conc. pavt., gr. or cr. st. base, C&G
Western Springs	27	0.3903	6,381	15,820.55	I-11 bit. conc. pavt.
Western Springs	28	0.4403	7,117	17,832.69	I-11 bit. conc. pavt.
Westmont	20	0.6380	4,997	45,975.65	B-5 bit. conc. surf., A-3 bit. surf. treat., gr. or cr. st. base
Westville	16	----------	----------	2,446.45	School crossing signals
Wheaton	33-RR	----------	----------	[3]305.79	Flashing light signals & gates
Wheeling	9	----------	----------	54,196.27	Sidewalks
Williamsfield	10	0.1809	4,780	8,595.40	Gr. or cr. st. base
Wilmette	43	0.5320	7,210	38,529.20	I-11 bit. conc. pavt.
Wilmette	44	0.7246	9,161	26,625.50	I-11 bit. conc. pavt.
Wilmette	46	----------	----------	14,959.95	Traffic control signals
Wilmette	45	----------	----------	[1]22,000.00	PCC pavt., C&G

TABLE 62.—Concluded.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Winnetka	32	1.6591	17,520	24,002.50	I-11 bit. conc. pavt.
Winnetka	34			9,595.00	PCC sidewalk
Wood Dale	4-TL			8,757.80	Traffic control signals
Woodstock	32	0.2457	5,532	[1]9,804.49	B-5 mod. bit. conc. surf., gr. or cr. st. base, C&G
Worth	9			2,311.15	School crossing signals
Worth	11	0.2469	3,188	16,970.90	A-3 bit. surf. treat., gr. or cr. st. base
Totals	477	231.0032	3,843,501	$44,886,586.15	

Costs shown for the City of Chicago do not include force account work or the cost of adjusting utility equipment by city forces.

[1] Includes work done in conjunction with a county, adjoining municipality, road district, state, railroad, or work paid for in part with municipal or private funds. Only the municipalities MFT portion (portion known at time of table preparation) of the contract price is included in this table.

[2] Special assessment or bond issue projects. The amount shown is the full contract price. The cost to be retired with MFT funds for these projects was not known at the time of table preparation.

[3] Municipalities MFT portion of the cost of the final bill for work done in conjunction with the railroad for railroad crossing and railroad crossing protection projects.

Meaning of abbreviations used in this table:

Asph. —Asphalt
Bit. —Bituminous
C —Concrete Curb
C&G —Combination Concrete Curb and Gutter
CMP —Corrugated Metal Pipe
CMPA —Corrugated Metal Pipe Arch
Cr. —Crushed
Conc. —Concrete
Furn. —Furnish
G —Concrete Gutter
Gr. —Gravel
Mac. —Macadam
Mod. —Modified
Pavt. —Pavement
PCC —Portland Cement Concrete
RC —Reinforced Concrete
St. —Stone
Streng. —Strengthened
Struct. —Structural
Surf. —Surface
Treat. —Treatment
WB —Waterbound
Wid. —Widening

A-1, A-2, A-2 mod., A-3, B-3, B-4, B-4 mod., B-5, B-5 mod., I-11, J-2, etc. refer to various types of bituminous surfaces in the Standard Specifications for Road and Bridge Construction.

TABLE 63.—MUNICIPAL DAY LABOR CONSTRUCTION AUTHORIZED DURING 1962.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Estimated Cost	Type
Centreville	2			$ 23,665.58	Pipe culverts, cleaning ditches
Chicago	24 secs.			198,536.78	Traffic control signals
Chicago	4 secs.			31,006.36	Rehabilitation of traffic control signals
Chicago	1 sec.			11,299.09	Rehabilitation and new traffic control signals
Chicago	2 secs.			[1]515,142.00	Rehabilitation of existing bridges
Greenville	7	0.0557	916	10,213.24	PCC pavt.
Greenville	8-Q	0.5504	10,055	7,210.00	Bit. road mix
Lawrenceville	18			5,412.00	Street lighting
McNabb	1	0.3036	3,463	3,011.40	Gr. or cr. st. surf.
Malden	5	0.0869	956	1,388.50	Gr. or cr. st. surf.
New Haven	8			4,190.50	Storm sewer
Park Forest	24			[2]6,444.46	Storn sewer, pipe culverts
Rosiclare	5			[2]9,500.00	Storm sewer
Skokie	39			2,367.60	Street and "No Parking" signs
Southern View	1			3,842.81	Storm sewer outlet
Totals	42	9.9660	15,390	$833,230.32	

[1] Includes $212,046.00 for material contracts which were paid as day labor construction.

[2] Contains work done in conjunction with a county or work paid for in part with municipal or private funds. Only the municipalities MFT portion of the estimated cost of the improvement is shown in this table.

Meaning of abbreviations used in the above table:

Bit. —Bituminous
Cr. —Crushed
Gr. —Gravel
PCC —Portland Cement Concrete
St. —Stone
Surf. —Surface

TABLE 64.—MUNICIPAL CONSTRUCTION COMPLETED DURING 1962.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single Lane (0′ to 15′)	Two-lane (16′ to 24′)	Three-lane (25′ to 35′)	Four-lane (36′ and over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Abingdon					0.14					
Alsip						0.50				
Alton		0.17			0.47	0.13				
Anna						0.83				
Arlington Heights						1.08				
Assumption						0.43				
Aurora					2.76	1.24				
Barrington					0.41					
Bartlett						0.56	0.39			
Bartonville	0.08									
Belleville					0.49					
Bellwood					1.31	0.17				
Bensenville						0.22				
Berkeley						1.31				
Berwyn					5.62					
Bethalto					0.62					
Bloomington					0.63	1.25				
Bourbonnais						0.34				
Bradley						0.37				
Brookfield					0.34					
Calumet City						0.47				
Calumet Park						1.08				
Canton						1.11				
Carpentersville						2.53				
Cary						0.03				
Champaign		0.56		0.21						
Charleston					0.71					
Chester						0.45				
Chicago					10.36					
Chicago (Expwy.)				1.82						12
Chicago Heights				0.21	1.46	1.02				
Cicero					3.90	1.51				
Clarendon Hills						0.28				
Clifton							0.60			
Colfax							0.49			
Collinsville	0.08				1.12					
Columbia							0.43			1
Crete						0.13				
Crystal						0.31				

TABLE 64.—Continued.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single Lane (0′ to 15′)	Two-lane (16′ to 24′)	Three-lane (25′ to 35′)	Four-lane (36′ and over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Dana							0.27			
Danvers					0.24					
Danville					0.52					
Decatur				0.58	0.81					
Deerfield					0.21					
DeKalb						1.49				
DesPlaines					2.79	1.71				
Dixon				0.30						
Dolton						1.60				
Dupo							0.17			
DuQuoin					0.66					
Dwight	0.14									
Earlville						0.30				
East Dubuque					0.06					
East Dundee						0.80				
East Moline					1.07					
East Peoria						0.33				
East St. Louis					0.86					
Elgin					1.16					
Elk Grove Village						1.24				
Elmhurst						1.44				
Elmwood Park						0.52				
Elvaston					0.34					
Evanston					2.12					
Fairview							0.06			
Flossmoor						0.35				
Forest Park					1.24					
Frankfort						0.25				
Freeburg							0.02			
Freeport					1.76	0.87				
Galesburg				0.16	0.40					
Galva					0.54	0.19				
Geneva					1.21					
Gillespie					0.18					
Gilman						0.68				
Glen Ellyn						1.09				
Glencoe						1.89				
Glenview						0.08				
Grand Tower						0.39				

Granite City					0.19				
Grayville				0.22					
Greenville	0.06				0.55				
Gurnee					0.50				
Hanover						0.14			
Hanover Park					0.37				
Harvey				2.71	0.30				
Harwood Heights					3.38				
Havana					2.24				
Hazel Crest					0.97				
Henry						0.13			
Herscher					0.20				
Heyworth					0.36	0.31			
Highland Park			0.13		0.04				2
Highwood				0.69					
Hillcrest						0.23			
Hillsdale				0.93	1.58				
Hoffman Estates					0.93				
Hometown					1.17				
Homewood					0.47				
Island Lake					0.41				
Itasca					0.25				
Jacksonville		0.10			0.49				
Jerome					0.33				
Kankakee				0.78					
LaGrange				0.53	0.91				
LaGrange Park					0.36				
Lake Forest					0.15				
Lakewood					0.96				
Lansing				0.37	2.25				
LaSalle				1.79					
Lemont				0.20					
Leonore						0.08			
Libertyville									1
Lockport				0.12					
Lombard				3.85					
Loves Park					1.31				1
Lyndon					0.34				
Lyons				2.05	0.30				
Macomb					0.27				
Manteno					0.30	0.13			
Mark					0.72				
Mattoon				0.76					1
Mazon					0.32				
McHenry				0.51	0.67	0.12			
McLean					0.22				
McNabb						0.30			
Melrose Park				0.42					
Mendota				0.91					
Metamora					1.95	1.23			
Mokena					0.12				
Moline			0.49						
Morris		0.01			0.17				
Morrison						2.47			

TABLE 64.—Continued.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single Lane (0′ to 15′)	Two-lane (16′ to 24′)	Three-lane (25′ to 35′)	Four-lane (36′ and over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Morton						0.57				
Morton Grove						1.53				
Mound City						1.32				
Mount Prospect					0.93	1.99				
Mundelein						0.22				
Naperville						0.25	0.75			1
Nashville						0.30				
New Bedford						0.32				
Newman					0.25					
Nokomis						0.19				
Normal					0.01	0.30				
Norridge						0.14				
North Chicago					3.00					
North Pekin						0.22				
North Riverside						0.18				
North Utica					0.17		0.07			
Northbrook						0.21				
Oak Forest			0.15			0.66				
Oak Lawn						0.13				
Oak Park					27.45					
Oglesby						0.34				
Oregon						0.95				
Orland Park						0.21				
Ottawa	0.36	0.13	0.88	1.07	0.63	0.18				
Pana					0.33					
Park Forest				0.43		1.14				
Park Ridge						0.58				
Pekin						4.44				
Peoria				0.26	1.19					
Peoria Heights					0.29	0.52				
Pinckneyville						0.20				
Pittsfield					0.29					
Plainsfield						0.26				
Pontiac						0.42				
Posen						3.07				
Princeton						0.35				
Princeville					0.14	0.28				
Quincy				0.17	0.70	0.55				
Rantoul					0.51					

Red Bud						0.10				
Reddick						0.16				
Riverdale						0.19				
Rochelle										1
Rock Island				0.14	0.38					
Rolling Meadows						0.80				
Romeoville						0.43				
Rosemont						1.06				
Saybrook						0.22	0.21			
Sheridan						0.51				
Skokie					0.90	0.09				
South Chicago Heights						0.27				
South Elgin						0.76				
South Holland						1.94				
South Wilmington							0.73			
Sparland							0.17			
Spring Valley						0.63				
Springfield				0.37	1.72	0.90				
St. Charles					0.17	1.48				
Stillman Valley						0.06				
Stone Park						0.26				
Streamwood						0.66				
Streator					0.91					
Thornton						0.13				
Tinley Park						0.30				
Tonica										1
Tuscola							0.24			
Venice						0.16				
Villa Park					2.94	0.54				
Waukegan					2.87	0.42				
West Dundee							0.70			
West Frankfort					0.98					
Western Springs					0.83					
Williamsfield							0.18			
Wilmette					1.25					
Winnetka					1.66					
Woodstock						0.25				
Total	[1]0.66	[2]0.92	[3]1.14	[4]6.34	[5]113.85	[6]93.66	[7]9.92			[8]21

The above table does not include miscellaneous improvements such as storm sewers, traffic control signals, curb and gutter, street lights, building removal, bridges and culverts less than 20-foot span, etc.

[1] Includes 0.58 mile of PCC widening and 0.08 mile of 1-11 bituminous concrete pavement on new PCC widening.

[2] PCC pavement.

[3] PCC pavement.

[4] PCC pavement.

TABLE 64.—Concluded.

[5] Includes the following types:

Subclass A-1	27.34 miles
Subclass B-4 modified	0.06 mile
Subclass B-5	5.35 miles
Subclass B-5 modified	0.51 mile
Subclass I-11	72.89 miles
Subclass J-2	4.62 miles
Modified plant mix	3.08 miles
Total	113.85 miles

[6] Includes the following types:

Subclass A-1	4.70 miles
Subclass A-1 modified	0.33 mile
Subclass A-2	2.18 miles
Subclass A-3	16.98 miles
Subclass A-3 on new soil-cement base	0.40 mile
Subclass B-4	0.42 mile
Subclass B-5	21.49 miles
Subclass B-5 on new soil-cement base	2.77 miles
Subclass B-5 modified	3.56 miles
Subclass I-11	30.68 miles
Subclass I-11 on new soil-cement base	0.62 mile
Subclass I-11 modified	0.06 mile
Subclass J-2	1.24 miles
Bituminous road mix	0.55 mile
Modified plant mix	7.68 miles
Total	93.66 miles

[7] Includes the following types:

Type A surface	1.84 miles
Type B base	2.82 miles
Type B surface	5.26 miles
Total	9.92 miles

[8] Includes 8 elevated highway projects, 3 highway grade separation projects and 10 bridges.

TABLE 65.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1962 FOR IMPROVEMENT OF LOCAL RURAL ROADS.[1]

County	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Township Indebtedness	Maintenance	Miscellaneous[2]		
Adams	$ 569,903.05	$ 210,372.82	$ 780,275.87	$ 52,425.44	$ 2,351.88	$ 8,634.78		$ 68,531.33		$ 131,943.43	$ 648,332.44
Alexander	32,658.18	41,026.95	73,685.13	4,432.22	134.86	2,058.40		2,753.00		9,378.48	64,306.65
Bond	105,568.63	106,353.41	211,922.04	13,655.53		2,582.65		88,589.15		104,827.33	107,094.71
Boone	48,924.59	78,132.21	127,056.80	54,659.61		3,165.82		42,476.33		100,301.76	26,755.04
Brown	63,637.79	76,944.47	140,582.26	38,385.82		930.81		23,255.01		62,571.64	78,010.62
Bureau	219,400.69	210,281.61	429,682.30	124,228.34		7,491.75		59,929.93		191,650.02	238,032.28
Calhoun	43,437.34	51,140.17	94,577.51	1,669.79		1,980.88		62,723.30		66,373.97	28,203.54
Carroll	50,576.62	109,350.66	159,927.28	70,637.99		7,960.02		2,903.04		81,501.05	78,426.23
Cass	169,594.24	81,933.72	251,527.96	[1]—6,043.02	752.54	2,408.99		45,082.46		42,200.97	209,326.99
Champaign	214,156.11	315,853.56	530,009.67	43,237.87		15,332.85		263,815.72		322,386.44	207,623.23
Christian	210,184.92	243,554.24	453,739.16	20,938.87		4,104.88		204,094.51		229,138.26	224,600.90
Clark	87,077.61	154,328.40	241,406.01	[1]—1,250.13		3,977.98		64,179.03		66,906.88	174,499.13
Clay	71,590.39	150,253.28	221,843.67	85,391.30		7,225.50		67,616.39		160,233.19	61,610.48
Clinton	37,240.07	123,549.37	160,789.44	400.87		7,300.54		115,879.50		123,580.91	37,208.53
Coles	98,925.32	154,964.72	253,890.04	38,067.08		6,186.59		129,968.92		174,222.59	79,667.45
Cook	304,915.90	133,361.98	438,277.88	123,728.86		6,435.93				130,164.79	308,113.09
Crawford	146,617.14	134,305.13	280,922.27	93,844.71		13,207.97		85,255.96		192,308.64	88,613.63
Cumberland	20,925.24	110,268.92	131,194.16	418.34		9,456.69		121,319.13		131,194.16	
DeKalb	192,683.19	171,984.52	364,667.71	111,976.08		11,860.77		[1]—540.42		123,296.43	241,371.28
DeWitt	83,838.73	121,395.71	205,234.44	9,448.64		4,798.93		93,052.88		107,300.45	97,933.99
Douglas	67,621.58	131,587.68	199,209.26			12,319.64		173,476.00		185,795.64	13,413.62
DuPage	299,220.13	138,751.29	437,971.42	192,711.46		5,380.82		22,593.63		220,685.91	217,285.51
Edgar	80,400.38	185,059.76	265,460.14	61,224.93	625.00	11,976.79		133,855.73		207,682.45	57,777.69
Edwards	58,592.03	65,025.87	123,617.90	20,476.13		2,929.35	2,900.00	38,024.91		64,330.39	59,287.51
Effingham	104,556.66	143,931.25	248,487.91			3,302.78		124,784.27		128,087.05	120,400.86
Fayette	181,026.56	229,171.05	410,197.61	28,938.88	1,044.57	4,481.22	1,415.72	163,007.16		198,887.55	211,310.06
Ford	51,858.72	149,511.21	201,369.93	128,520.62		6,132.64	15,000.00	23,003.19		172,656.45	28,713.48
Franklin	73,852.71	129,796.78	203,649.49	60,061.21		6,380.89		79,721.85		146,163.95	57,485.54
Fulton	235,312.16	194,435.04	429,747.20	125,711.80	392.30	10,089.95		17,060.08		153,254.13	276,493.07
Gallatin	152,163.45	71,675.43	223,838.88	82,033.57		2,380.31		39,345.68		123,759.56	100,079.32
Greene	134,719.69	126,915.58	261,635.27	54,285.01	364.51	5,674.73		84,123.44		144,447.69	117,187.58
Grundy	136,369.04	108,231.35	244,600.39	149,268.34		11,056.72		6,951.13		167,276.19	77,324.20
Hamilton	40,509.88	148,854.11	189,363.99	41,543.77		5,808.40		91,524.13		138,876.30	50,487.69
Hancock	431,616.15	230,209.51	661,825.66	59,245.33	1,500.00	7,459.91		54,940.63		123,145.87	538,679.79
Hardin	54,423.58	33,654.02	88,077.60	49,719.74		2,208.82		11,143.71		63,072.27	25,005.33
Henderson	89,182.38	90,224.91	179,407.29	[1]—3,853.18		1,344.26		45,226.69		42,717.77	136,689.52
Henry	347,978.17	220,604.18	568,582.35	180,243.27		4,560.17		52,082.61		236,886.05	331,696.30
Iroquois	291,920.56	309,684.91	601,605.47	133,615.29		13,578.13		127,575.79		274,769.21	326,836.26
Jackson	136,660.46	126,936.33	263,596.79	61,862.51		5,001.36	4,000.00	46,508.52		117,372.39	146,224.40

TABLE 65.—Concluded.

County	Balance Available Jan. 1, 1962	Allotted During 1962	Total Available During 1962	Disbursed for						Total Disbursed During 1962	Balance on Hand Dec. 31, 1962
				Construction	Right-of-way	Engineering	Township Indebtedness	Maintenance	Miscellaneous[2]		
Jasper	135,842.97	157,499.77	293,342.74	60,749.18	287.44	8,107.07		90,824.15		159,967.84	133,374.90
Jefferson	64,732.68	186,800.92	251,533.60	18,004.30		8,322.18		161,848.12	$ 50.00	188,224.60	63,309.00
Jersey	85,062.32	78,735.38	163,797.70	39,367.00		4,051.67		48,413.23		91,831.90	71,965.80
JoDaviess	130,806.55	128,047.35	258,853.90	1,008.23		3,563.55	8,845.00	110,725.98		124,142.76	134,711.14
Johnson	57,235.35	72,467.26	129,702.61	46,895.18	361.85	4,461.00		25,629.07	1,517.85	78,864.95	50,837.66
Kane	147,101.80	104,989.51	252,091.31	32,562.51		3,666.53		11,875.75		48,104.79	203,986.52
Kankakee	222,923.20	184,037.85	406,961.05	126,678.17		8,758.53		50,220.26		185,656.96	221,304.09
Kendall	151,875.66	77,460.61	229,336.27	42,171.14	588.00	2,964.85		10,063.18		55,787.17	173,549.10
Knox	129,402.62	181,426.12	310,828.74	82,954.94	500.00	10,377.97		47,241.50		141,074.41	169,754.33
Lake	107,312.31	108,743.36	216,055.67	74,118.81		8,727.70		19,082.31	319.42	102,248.24	113,807.43
LaSalle	308,132.25	306,055.42	614,187.67	353,374.88		18,995.96	7,000.00	2,788.91		382,159.75	232,027.92
Lawrence	88,699.75	107,306.90	196,006.65	58,415.56		9,670.79		63,501.43		131,587.78	64,418.87
Lee	144,098.53	187,781.35	331,879.88	175,175.49		10,714.32				185,889.81	145,990.07
Livingston	291,124.76	336,782.67	627,907.43	230,442.88		7,681.89	34,000.00	38,704.75		310,829.52	317,077.91
Logan	138,594.07	160,980.02	299,574.09	78,127.38	256.00	6,309.68		32,444.38		117,137.44	182,436.65
McDonough	118,387.67	171,694.34	290,082.01	40,153.38		6,132.79		50,922.97		97,209.14	192,872.87
McHenry	155,567.74	172,900.68	328,468.42	107,431.87		14,434.00		61,077.84		182,943.71	145,524.71
McLean	93,908.11	309,840.36	403,748.47	223,289.82		16,271.09		72,959.22		312,520.13	91,228.34
Macon	98,092.60	182,336.10	280,428.70	21,797.28		9,316.67		112,319.02		143,432.97	136,995.73
Macoupin	83,058.95	224,326.93	307,385.88	8,803.69		11,225.21		194,212.68		214,241.58	93,144.30
Madison	277,445.33	192,225.43	469,670.76	7,203.57	4,000.00	6,328.81		185,242.63		202,775.01	266,895.75
Marion	25,293.65	172,821.91	198,115.56	8,295.22		5,606.03		134,810.12		148,711.37	49,404.19
Marshall	62,464.30	93,875.11	156,339.41	20,667.94		3,276.02		59,627.06		83,571.02	72,768.39
Mason	171,524.66	137,236.05	308,760.71	100,254.39	3,015.20	7,421.70		62,985.40		173,676.69	135,084.02
Massac	21,233.04	63,390.42	84,623.46	61,681.54		4,396.96		13,379.86		79,458.36	5,165.10
Menard	102,537.21	79,639.13	182,176.34	2,693.24		5,775.55		54,905.74		63,374.53	118,801.81
Mercer	106,701.59	149,571.30	256,272.89	61,057.42		8,030.07		53,164.37		122,251.86	134,021.03
Monroe	45,502.45	88,071.28	133,573.73	20,858.41		3,401.39		71,495.94		95,755.74	37,817.99
Montgomery	97,265.38	211,313.87	308,579.25	9,871.39		6,510.03		193,408.63		209,790.05	98,789.20
Morgan	128,797.56	150,168.28	278,965.84	46,208.71	13,729.76	4,168.38		77,042.01	2,704.02	143,852.88	135,112.96
Moultrie	105,276.18	109,406.64	214,682.82	29,542.19	300.00	4,041.96		78,706.12		112,590.27	102,092.55
Ogle	313,367.02	188,879.93	502,246.95	199,319.97		11,274.93		27,540.08		238,134.98	264,111.97
Peoria	296,035.66	148,031.24	444,066.90	97,787.27	2,713.00	13,052.56		3,163.40		116,716.23	327,350.67
Perry	77,918.72	104,342.78	182,261.50	2,482.29		3,102.69		94,153.03		99,738.01	82,523.49
Piatt	269,825.88	132,723.59	402,549.47	46,966.59	482.00	10,750.73		89,117.07	71.26	147,387.65	255,161.82
Pike	464,102.01	210,005.94	674,107.95	178,158.44	10,402.73	13,447.43		79,533.32		281,541.92	392,566.03
Pope	60,205.29	59,023.03	119,228.32	20,116.48		2,425.31		21,028.00		43,569.79	75,658.53
Pulaski	32,711.34	49,544.10	82,255.44	52,385.66		2,901.02		20,098.89		75,385.57	6,869.87
Putnam	34,676.02	39,739.76	74,415.78	6,806.29		2,104.62		3,251.16		12,162.07	62,253.71
Randolph	99,713.02	130,959.63	230,672.65	76,150.67		13,031.64		66,454.05		155,636.36	75,036.29
Richland	33,649.66	124,363.97	158,013.63	73,536.72		6,506.61		31,432.38		111,475.71	46,537.92
Rock Island	88,646.26	85,061.57	173,707.83	22,295.44		3,470.92		35,940.55		61,706.91	112,000.92
St. Clair	343,454.21	160,961.37	504,415.58	19,468.17		4,461.21		72,678.80		96,608.18	407,807.40

Saline	225,800.72	114,153.33	339,954.05	93,903.22	499.35	9,354.75	----------	45,272.19	----------	149,029.51	190,924.54
Sangamon	426,819.00	231,813.88	658,632.88	69,545.87	13,530.15	781.96	----------	161,994.97	----------	245,852.95	412,779.93
Schuyler	147,925.80	110,932.20	258,858.00	53.86	----------	3,085.31	----------	76,180.07	----------	79,319.24	179,538.76
Scott	245,786.43	58,774.29	304,560.72	[1]—2,291.28	----------	10,002.49	----------	12,750.82	----------	20,462.03	284,098.69
Shelby	96,681.46	250,164.39	346,845.85	45,818.65	----------	9,035.87	----------	210,574.26	----------	265,428.78	81,417.07
Stark	43,056.91	74,996.06	118,052.97	[1]—635.92	----------	2,466.31	----------	38,811.69	----------	40,642.08	77,410.89
Stephenson	80,654.89	159,396.38	240,051.27	17,735.85	----------	1,501.32	----------	32,275.82	----------	51,512.99	188,538.28
Tazewell	214,502.29	172,307.87	386,810.16	222,496.70	----------	8,500.97	----------	43,437.12	----------	274,434.79	112,375.37
Union	16,988.77	82,648.82	99,637.59	50,032.16	100.00	6,266.01	----------	31,392.99	----------	87,791.16	11,846.43
Vermilion	219,651.34	261,846.70	481,498.04	251,817.94	2,923.53	23,808.15	----------	34,208.94	----------	312,758.56	168,739.48
Wabash	48,561.46	59,622.08	108,183.54	17,234.01	----------	4,250.20	----------	34,950.12	----------	56,434.33	51,749.21
Warren	143,992.31	157,771.34	301,763.65	16,690.35	----------	5,848.48	----------	80,320.66	387.45	103,246.94	198,516.71
Washington	151,739.73	135,646.23	287,385.96	13,250.00	----------	3,500.77	----------	108,430.63	----------	125,181.40	162,204.56
Wayne	180,161.76	230,439.61	410,601.37	55,279.07	----------	10,001.75	----------	160,187.57	----------	225,468.39	185,132.98
White	101,741.61	159,294.84	261,036.45	13,135.47	----------	4,303.12	----------	110,013.88	----------	127,452.47	133,583.98
Whiteside	176,325.66	165,679.06	342,004.72	100,963.24	----------	9,100.62	----------	58,721.51	----------	168,785.37	173,219.35
Will	676,837.94	242,532.34	919,370.28	176,596.89	285.80	14,905.21	----------	16,718.27	----------	208,506.17	710,864.11
Williamson	134,023.41	119,022.35	253,045.76	----------	----------	2,161.43	----------	71,711.09	----------	73,872.52	179,173.24
Winnebago	133,687.63	125,215.90	258,903.53	154,893.15	----------	10,816.13	----------	10,909.50	1,752.00	178,370.78	80,532.75
Woodford	107,042.79	142,986.04	250,028.83	175,610.39	----------	10,167.49	----------	3,068.00	----------	188,845.88	61,182.95
Total	$15,322,128.28	$14,990,429.05	$30,312,557.33	$6,763,322.21	$61,140.47	$718,267.98	$73,160.72	$6,951,777.78	$6,802.00	$14,574,471.16	$15,738,086.17

[1] Transferred from funds certified prior to 1962.
[2] District's contribution to Illinois Municipal Employees' Retirement Fund or Social Security

TABLE 66.—ROAD DISTRICT MOTOR FUEL TAX CONSTRUCTION APPROVED DURING 1962.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth[1]		Bridges[2]	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Adams			0.87	$ 30,341.45			1	
Alexander								
Bond					0.30		1	$ 28,760.45
Boone	9.80	$ 46,460.03	4.95	25,737.48				
Brown			3.05	21,485.38				
Bureau	10.30	131,738.05	1.55	15,164.00				
Calhoun			0.75	4,021.40				
Carroll			7.19	46,557.63				
Cass								
Champaign			4.73	29,815.13	7.19	$ 13,892.33		
Christian	3.06	7,549.44	3.93	28,139.74				
Clark								
Clay			11.83	59,976.69	7.73	27,991.04		
Clinton								582.56
Coles			4.88	32,838.32	0.78	2,003.52		2,544.25
Cook	[2]10.16	127,023.06						
Crawford	4.93	151,956.60	1.99	16,235.36				
Cumberland								
DeKalb	13.30	96,837.09	2.01	26,561.00				
DeWitt	3.00	11,607.39	1.98	9,470.40				
Douglas								
DuPage	8.85	213,658.50						
Edgar	1.00	3,668.14	10.32	72,234.32				5,506.39
Edwards			4.00	20,486.69				
Effingham								
Fayette			4.36	25,169.35	6.91	21,932.78		
Ford	20.29	63,779.01	21.96	118,667.81				
Franklin			7.66	63,365.36				
Fulton	1.00	41,539.50	6.28	55,077.37				14,004.50
Gallatin			13.07	93,842.50				
Greene			6.26	55,332.78				
Grundy	22.28	86,750.98	10.85	72,595.11				
Hamilton			11.84	47,030.78				
Hancock			1.08	8,044.05			2	76,633.78
Hardin			8.07	50,440.16				
Henderson								
Henry			10.45	156,106.23	1.00	17,931.16		
Iroquois	0.99	2,574.84	23.38	153,825.97				
Jackson			4.78	60,745.51				
Jasper	0.73	47,597.06	2.07	10,936.60				
Jefferson			1.00	5,846.00	2.98	7,421.36		
Jersey			10.05	48,052.44				
JoDaviess			3.77	20,647.02				
Johnson			6.19	64,145.66				
Kane			3.48	32,577.26				
Kankakee	2.86	19,353.25	[2]11.01	131,817.19				
Kendall	1.57	6,266.50	3.41	65,162.54				
Knox			7.36	68,428.00			2	36,284.25
Lake	9.82	129,645.12	3.00	29,293.57				13,274.79
LaSalle	31.55	148,278.29	49.13	273,929.28	2.51	2,424.46		
Lawrence			10.50	50,225.04				5,275.00
Lee	10.26	45,265.44	20.99	95,213.59			2	43,836.15
Livingston	24.00	84,135.97	57.10	210,408.30			4	51,482.45
Logan	5.79	52,537.62	0.11				1	10,542.60
McDonough	4.99	9,578.86	8.79	51,133.94				
McHenry	11.90	61,972.01	3.23	32,913.50				
McLean	34.26	145,595.62	28.33	139,712.42			1	27,556.60
Macon			1.51	15,356.85	2.94	9,489.50	1	14,735.91
Macoupin					3.00	4,993.00	1	11,298.15
Madison					1.50	4,914.49		
Marion					3.50	7,120.38		
Marshall			5.22	19,778.93				
Mason	18.68	91,165.52	1.72	17,156.70				
Massac	8.61	109,923.83					1	10,842.08
Menard								
Mercer			4.95	68,497.42				
Monroe			3.89	21,918.55				
Montgomery					7.87	19,558.53		
Morgan					7.99	56,182.58		
Moultrie					4.36	9,699.30	2	40,836.77
Ogle	3.26	16,080.81	20.48	227,106.22				

TABLE 66.—Concluded.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth[1]		Bridges[2]	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Peoria	0.96	8,912.10	4.05	108,900.42				
Perry					1.20	3,258.50		740.00
Piatt			0.31		5.15	12,844.44	1	48,006.03
Pike			10.88	156,609.01			[3]1	30,773.25
Pope			3.54	21,717.47				
Pulaski			5.08	51,601.26				
Putnam								
Randolph			10.31	111,582.97				
Richland			14.64	76,801.99				
Rock Island			0.86	2,865.26	1.11	4,046.24	1	42,149.15
Saline			14.55	121,251.67				
Sangamon					3.80	59,407.33		4,022.00
Schuyler								
Scott								
Shelby					17.41	52,137.23		
Stark								
Stephenson								
St. Clair	0.56	1,317.00	0.66	15,797.62				
Tazewell	[2]23.54	192,153.66	7.02	69,878.70				
Union			3.43	52,540.19				
Vermilion			28.29	228,639.27			1	11,192.05
Wabash			2.43	16,753.70				
Warren								
Washington			1.50	31,388.70				
Wayne			12.09	68,308.34				2,419.90
White			6.61	28,829.26				
Whiteside	0.36	21,450.80	6.05	59,827.24	1.74	10,937.35	1	23,291.60
Will	2.72	23,639.98	9.25	150,551.21	1.63	10,040.70		4,831.00
Williamson								
Winnebago	8.55	45,601.25	6.29	115,466.80			1	31,340.50
Woodford	36.28	208,388.35	25.86	[2]101,325.13				
Total	[4]350.21	$2,454,001.67	635.06	$4,690,201.20	[5]92.60	$358,226.22	[6]25	[7]$592,762.16

Note: The costs indicated above include estimated cost for day labor improvements and contract prices for contract work.

[1] Only bridges and culverts having a 20-foot span or over are included in the number. The "Cost", however, includes small culverts and other incidental work built separately or with the bridge sections.

[2] Work done in conjunction with an adjoining municipality. Only the road districts portion is shown in this table.

[3] Includes erection of steel truss bridge only.

[4] Includes:

13.71 miles of B-3 bituminous surface
9.56 miles of B-5 bituminous concrete surface
0.66 mile of I-11 bituminous concrete surface
0.56 mile of asphalt and blotter treatment
8.82 miles of asphalt stabilized base course
44.63 miles of bituminous road mix
8.61 miles of salt stabilized surface course and seal

[5] Includes 21.95 miles of road oil and 8.52 miles of earth grading.

[6] Includes 18 bridges and 7 culverts having 20-foot span or over.

[7] Includes $6,101.38 for railroad crossing protection projects.

TABLE 67.—ROAD DISTRICT MOTOR FUEL TAX CONSTRUCTION COMPLETED DURING 1962.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Adams	1.01	0.87		1
Alexander		0.43		2
Bond				1
Boone	9.78	3.66		
Brown		7.32		
Bureau	12.28	3.71		
Calhoun		2.54		
Carroll	1.04	22.45		1
Cass		6.04		
Champaign		6.75	7.19	
Christian	3.06			
Clark		10.90		
Clay		10.12		
Clinton			2.73	
Coles		4.49	1.82	
Cook	19.90			
Crawford	7.45	7.43		
Cumberland		3.72	2.06	
DeKalb	13.28	3.00		
DeWitt	6.06	1.98		
Douglas				
DuPage	6.61	2.10		
Edgar		12.84		
Edwards		3.62		
Effingham				
Fayette		17.00	3.22	1
Ford	20.29	7.96		
Franklin		6.60		
Fulton	1.00	8.55		
Gallatin		3.17		
Greene		3.32		
Grundy	22.28	10.40		
Hamilton		11.29		
Hancock	0.36	5.49		2
Hardin		5.83		
Henderson		2.54		
Henry		13.49	2.91	
Iroquois	0.99	17.91		
Jackson	1.01	9.95		
Jasper		13.45		
Jefferson		1.00	4.18	1
Jersey		7.01		
JoDaviess		1.71		
Johnson		8.59		
Kane		3.04		
Kankakee	2.86	12.10		
Kendall	1.57	3.41		
Knox		9.70		3
Lake	9.81	4.04		
LaSalle	28.50	59.93		
Lawrence		8.14		
Lee	10.26	22.43		4
Livingston	24.00	73.67		6
Logan	9.80	2.68		1
McDonough	4.99	14.23		
McHenry	11.90	6.54		
McLean	34.26	31.45		1
Macon			3.96	2
Macoupin			3.00	1
Madison	1.33		2.41	
Marion			3.29	
Marshall		6.36		2
Mason	18.68	3.01		
Massac		2.16		
Menard			1.82	
Mercer		6.24		
Monroe		1.00		
Montgomery				
Morgan		1.12	3.14	
Moultrie				1
Ogle	3.26	23.51		

TABLE 67.—Concluded.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Peoria	1.25	5.56		
Perry			1.20	
Piatt			5.15	2
Pike		6.04		1
Pope		7.15		
Pulaski		6.35		
Putnam	1.10	0.98		
Randolph		3.98		
Richland		15.63		
Rock Island		11.66		
Saline		8.80		
Sangamon		3.14	7.72	
Schuyler		1.09		
Scott		2.24		
Shelby			5.37	
Stark		1.49		
Stephenson		7.73		
St. Clair	7.75	0.66		
Tazewell	16.68	6.56		
Union		4.95		
Vermilion		21.19		2
Wabash	1.27	1.80		
Warren		5.68		
Washington		2.37		
Wayne				
White		15.66		
Whiteside		2.78	2.36	1
Will	2.71	9.75	1.63	
Williamson				
Winnebago	9.34	2.47		1
Woodford	36.28	23.07	0.51	
Total	[1]364.00	[2]742.77	[3]65.67	[4]37

Note: Small drainage structures are not itemized in this table.

[1] Includes the following types:

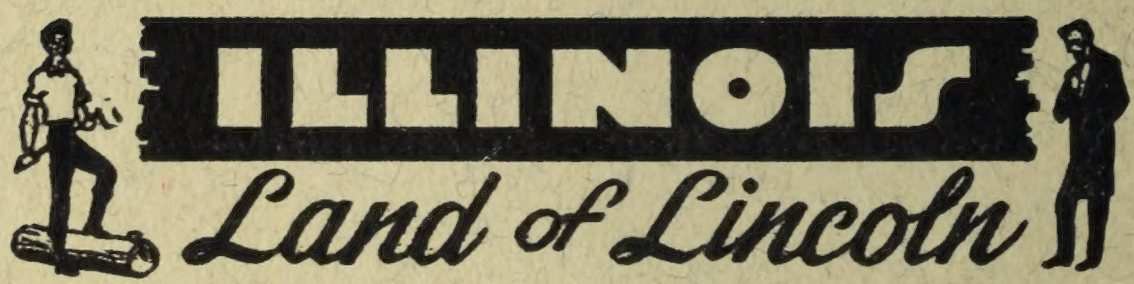
Subclass A-1	21.36 miles
Subclass A-1 modified	4.43 miles
Subclass A-2	25.38 miles
Subclass A-2 modified	4.99 miles
Subclass A-3	226.29 miles
Subclass A-3 modified	9.77 miles
Subclass B-3	10.71 miles
Subclass B-5	8.27 miles
Bituminous road mix	52.80 miles
Total	364.00 miles

[2] Includes the following types:

Type A base	0.54 mile
Type A surface	2.44 miles
Type B base	9.68 miles
Type B surface	730.11 miles
Total	742.77 miles

[3] Includes the following types:

Oiled earth	55.87 miles
Road oil	2.73 miles
Earth grading	7.07 miles
Total	65.67 miles

[4] Includes 30 bridges and 7 culverts having a 20-foot span or over.

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